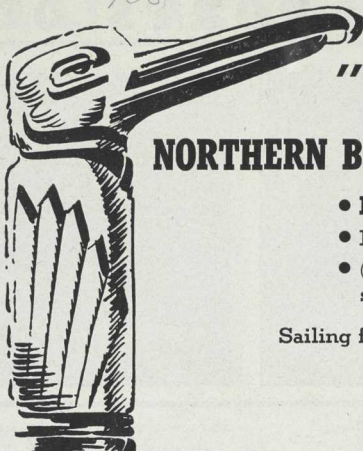


1938



SPECIAL "PRINCESS CRUISES"

to

NORTHERN BRITISH COLUMBIA and ALASKA

- By S.S. PRINCESS CHARLOTTE
- 11 Days from Vancouver
- (12 Days from Seattle by connecting "Princess" steamship service).

Sailing from Vancouver 11 a.m. June 22 and July 4, 1938

Visiting OCEAN FALLS, KETCHIKAN, RUDYERD BAY and WALKER COVE in BEHM CANAL, TAKU GLACIER, JUNEAU, SITKA, SKAGWAY, WRANGELL, KETCHIKAN, PRINCE RUPERT, ALERT BAY, KNIGHT INLET, POWELL RIVER.

From Seattle, Victoria and Vancouver

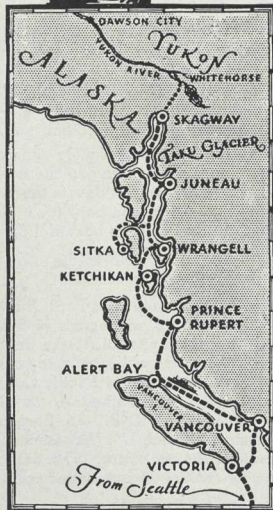
MINIMUM FARE **\$115** INCLUDING MEALS & BERTH
ROUND-TRIP EXCEPT AT SKAGWAY

LEAVING Vancouver, the "Princess Charlotte" will cruise for 11 days through the protected waterways of British Columbia's and Alaska's beautiful coastline. Steaming leisurely into mountain-hemmed fjords, and making calls at fascinating fishing villages far from the regular steamer lanes, the schedule has been planned to ensure a restful voyage, with stops at interesting points . . . Powell River and Ocean Falls, where large paper mills are located in the heart of the Coast mountains . . . Sitka, ancient Capital of Alaska in the days of Russian occupation . . . the enchanting Behm Canal, a narrow waterway near Ketchikan . . . the Punch Bowl . . . Eddystone Rock—all these and more, in addition to points served by Canadian Pacific Alaska liners on their regular schedule.

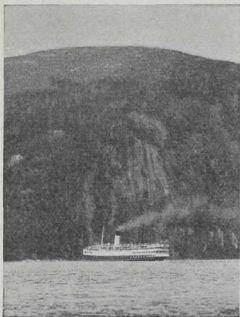
Ample time will be available at ports for sightseeing, and attractive side-trips have been arranged. Two days will be allowed at SKAGWAY for side-trips via White Pass and Yukon Route to Lake Bennett, Whitehorse, or the combined rail-and-lake trip to the west arm of the great Taku Glacier.

Cruise tickets include round-trip passage, meals and berth on Canadian Pacific steamships from Seattle or Victoria to Vancouver, connecting there with the "Princess Charlotte". Cruise passengers may leave Seattle on the 11.00 p.m. steamship June 21 or July 3 and board the "Princess Charlotte" immediately on arrival at Vancouver. Passengers from Victoria may leave there on Canadian Pacific steamship midnight June 21 or July 3 and make similar connection.

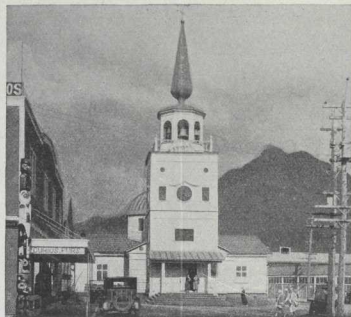
Cruise tickets from Seattle will permit a two-day stopover at Vancouver or Victoria, either north or southbound. Cruise tickets from Victoria will permit a two-day stopover at Vancouver.



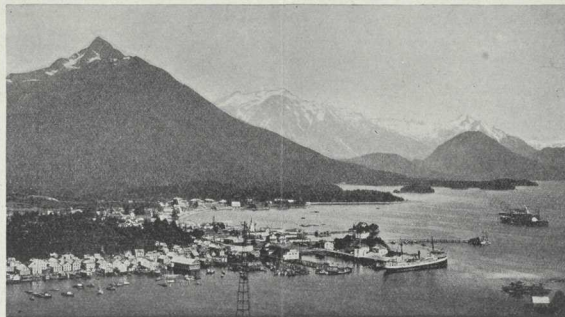
COLORFUL PORTS OF CALL ALONG THE WAY



"Princess" liner in the Punch Bowl
A.S.N. PHOTO.



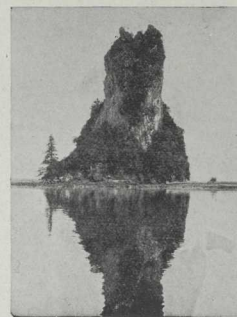
St. Michael's Cathedral, Sitka



Sitka—former capital of Alaska



Taku Glacier in sight



Eddystone Rock, Alaska

FIRST DAY

JOHNSTONE STRAITS—After passing through Seymour Narrows, the "Princess Charlotte" will cruise along Johnstone Straits, where are located a number of logging camps, and then cross Queen Charlotte Sound.

SECOND DAY

OCEAN FALLS—Situated at the head of Cousins Inlet, off Dean Channel, Ocean Falls is the location of a large paper-making plant. Time will be allowed for inspection of the town and plant.

THIRD DAY

KETCHIKAN—The port of entry for Southeastern Alaska, and the home of a large fishing fleet, with modern stores and curio shops.

BEHM CANAL—Leaving Ketchikan in the morning, instead of pursuing the regular channel to the north, the ship will proceed south, then north-eastward through Behm Canal, a narrow waterway separating Revillagigedo Island, on which Ketchikan is situated, from the main Alaska coast. In the centre of this narrow channel lies Eddystone Rock, a pinnacle rock about 250 feet high, rising sheer from the water's edge. The ship will steam slowly into the "Punch Bowl" in Rudyerd Bay, an impressive sight, and from there to Walker Cove.

FOURTH DAY

TAKU GLACIER—About noon the ship will turn from the main channel up Taku Inlet, proceeding to the face of Taku Glacier, a river of ice 90 miles long, and a mile wide where it enters the sea. A magnificent spectacle never to be forgotten.

JUNEAU—Capital of Alaska, picturesquely situated at the foot of Mount Juneau. Arriving in the early afternoon, members of the cruise will devote the rest of the day to sight-seeing. A visit can be made to the Mendenhall Glacier and Auk Lake, a beautiful drive of about fifteen miles, at a moderate cost.

FIFTH DAY

SITKA—Proceeding from Juneau via Peril Straits and Sergius Narrows, the ship will arrive at Sitka about ten a.m. The original capital of Alaska under the Russian regime, Sitka is one of the most interesting and historical places on the entire Pacific Coast. Here will be seen St. Michael's Cathedral, the old Russian church dedicated in 1848, the Sheldon Jackson Indian Industrial School, U.S. Experimental Farm, and the beautiful National Park. The harbor is dominated by snow-crested Mount Edgecomb.

SIXTH AND SEVENTH DAYS

SKAGWAY—The ship will reach Skagway in the early morning and remain until evening of the fol-

lowing day, affording time for a trip over the White Pass and Yukon Route, 68 miles by rail to Carcross, following along the old trail of '98, through the White Pass, thence by lake steamer on Tagish Lake to West Taku Arm, returning to Skagway the following afternoon. Those desiring a shorter trip may proceed to Lake Bennett and return the same day. (See page 4).

EIGHTH DAY

WRANGELL—Situated near the mouth of the Stikine River, a river originating in the northern interior of British Columbia. There are excellent curio shops and some very fine totem poles at this point. A stop of several hours will be allowed.

KETCHIKAN—A stop will be made at this point the same evening, and during the night the ship will pass from Alaskan to British Columbian waters.

NINTH DAY

PRINCE RUPERT—The "Princess Charlotte" will next call at Prince Rupert, the largest city on the northern British Columbia Coast. Points of interest include a large cold storage plant, where can be seen immense quantities of frozen halibut caught on the fishing banks of southeastern Alaska, also a large Government Dry Dock and Grain Elevator.

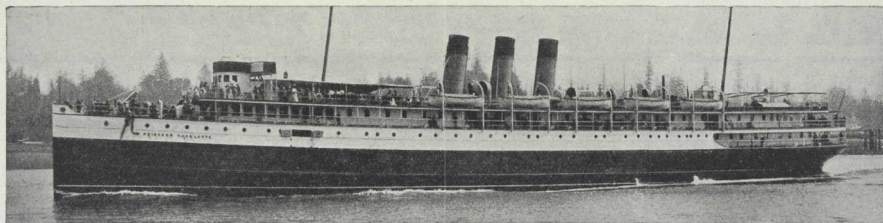
TENTH DAY

ALERT BAY—A village on Cormorant Island, and one of the principal salmon canneries on the Pacific Coast. Opportunity will be given to visit the cannery. Alert Bay is an old settlement with a considerable Indian population, and a modern Indian Industrial School erected by the Canadian Government. The Indian cemetery with some quaint totem poles is worth a visit. After leaving Alert Bay a delightful fifty-mile cruise will be made to Knight Inlet, renowned for its scenery.

ELEVENTH DAY

POWELL RIVER—The "Princess Charlotte" will arrive at Powell River in the morning. This port is the headquarters of the Powell River Company, who own and operate, at this point, the largest pulp and paper mill on the Pacific Coast. Passengers will be given an opportunity to inspect the mill.

VANCOUVER—Ship will arrive at Vancouver in the afternoon to connect, weather permitting, with Canadian Pacific trains for eastern destinations, and with the Canadian Pacific "Triangle Route" steamship service for Victoria and Seattle.



"Princess Charlotte"

CRUISE ITINERARY

2,371 Miles of Cruising

1st Cruise - - - June 22 to July 2, 1938

2nd Cruise - - - July 4 to 14, 1938

	Mile- age	Time	Day	Date	Day	Date
Lv. VANCOUVER.....		11.00 a.m.	Wed.	June 22	Mon.	July 4
Ar. Ocean Falls.....	311	10.00 a.m.	Thur.	June 23	Tues.	July 5
Lv. Ocean Falls.....		12.00 noon	Thur.	June 23	Tues.	July 5
Ar. Ketchikan.....	290	8.00 a.m.	Fri.	June 24	Wed.	July 6
Lv. Ketchikan.....		10.00 a.m.	Fri.	June 24	Wed.	July 6
Ar. Rudyerd Bay.....		1.45 p.m.	Fri.	June 24	Wed.	July 6
Ar. Walker Cove.....		3.30 p.m.	Fri.	June 24	Wed.	July 6
Ar. Behm Narrows.....		6.00 p.m.	Fri.	June 24	Wed.	July 6
Ar. Wrangell Narrows.....	217	2.30 a.m.	Sat.	June 25	Thur.	July 7
Ar. Taku Glacier.....	148	12.00 noon	Sat.	June 25	Thur.	July 7
Ar. Juneau.....	29	2.30 p.m.	Sat.	June 25	Thur.	July 7
Lv. Juneau.....		10.00 p.m.	Sat.	June 25	Thur.	July 7
Ar. Sitka*.....	165	11.00 a.m.	Sun.	June 26	Fri.	July 8
Lv. Sitka.....		5.00 p.m.	Sun.	June 26	Fri.	July 8
Ar. SKAGWAY.....	186	8.00 a.m.	Mon.	June 27	Sat.	July 9

*Sitka times are subject to tidal conditions.

	Mile- age	Time	Day	Date	Day	Date
Lv. SKAGWAY.....(PST)		6.00 p.m.	Tues.	June 28	Sun.	July 10
Ar. Wrangell.....	220	2.00 p.m.	Wed.	June 29	Mon.	July 11
Lv. Wrangell.....		3.30 p.m.	Wed.	June 29	Mon.	July 11
Ar. Ketchikan.....	90	10.00 p.m.	Wed.	June 29	Mon.	July 11
Lv. Ketchikan.....		1.00 a.m.	Thur.	June 30	Tues.	July 12
Ar. Prince Rupert.....	96	8.00 a.m.	Thur.	June 30	Tues.	July 12
Lv. Prince Rupert.....		12.30 p.m.	Thur.	June 30	Tues.	July 12
Ar. Alert Bay.....	294	9.30 a.m.	Fri.	July 1	Wed.	July 13
Lv. Alert Bay.....		11.30 a.m.	Fri.	July 1	Wed.	July 13
Ar. Knight Inlet.....	50	3.00 p.m.	Fri.	July 1	Wed.	July 13

Cruise in Knight Inlet about 50 miles.

Ar. Powell River.....	153	9.00 a.m.	Sat.	July 2	Thur.	July 14
Lv. Powell River.....		11.45 a.m.	Sat.	July 2	Thur.	July 14
Ar. VANCOUVER.....	72	5.00 p.m.	Sat.	July 2	Thur.	July 14

All times shown are Pacific Standard.

The times of arrival and departure from various ports will be followed as closely as possible, but are subject to weather conditions.

SIDE TRIPS

(not included in passage fare)

From Juneau—Motor cars will be available for fifteen-mile drive to Mendenhall Glacier and Auk Lake. Rate \$2.50.
From Skagway—Connection will be made with White Pass & Yukon Route trains, and passengers will have the option of three different side trips:

- (1) To Lake Bennett—One day trip to summit of White Pass, which can be made either on day of arrival or following day. Return fare \$7.50, including lunch at Lake Bennett. (Parlor car fare extra—\$1.00 round trip.)

- (2) West Taku Arm—Two-day trip to north end of Taku Glacier and return—68 miles by rail to Carcross, thence by lake steamer. Return fare, including all expenses, \$27.50 (except parlor car fare Skagway to Carcross and return \$1.50).
- (3) To Whitehorse—Two-day trip by rail, including automobile sightseeing trip to Whitehorse Rapids and Miles Canyon, with one night at Whitehorse. Return fare \$22.00 (parlor car fare extra \$2.00 round trip), plus hotel accommodation. For further information, see pages 20 and 21.

For further information consult your own travel agent or any agent of the

CANADIAN PACIFIC

WORLD'S GREATEST TRAVEL SYSTEM

ALASKA *and the* YUKON

PRINCESS CRUISES



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and the YUKON

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Canadian Pacific
WORLD'S GREATEST TRAVEL SYSTEM

40-

Bound for

LAND of the Northern Lights and Midnight Sun . . . of magnificent furs and loyal "huskies" . . . weird totem poles and ivory carvings . . . of the Yukon River and historic Gold Rush Trail . . . Indians . . . fishing boats . . . glaciers . . . Alert Bay . . . Ketchikan . . . Wrangell . . . Juneau . . . Skagway—this, lucky cruise passengers, is Alaska, your last frontier of romantic adventure! Answer its ageless call—enjoy its magic spell. You're bound for adventure—vacation days that will live with you always, ever green in your memory!



Aquila
Aug 24/93

ALASKA and the Yukon

THE LAST FRONTIER OF ROMANTIC ADVENTURE

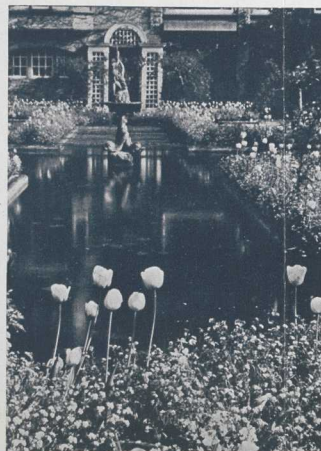


From the deck of your Canadian Pacific *Princess* liner, the glories of Alaskan scenery pass in procession before you. You'll thrill to the beauty of the spruce-clad, snow-crowned mountains, awesome glaciers and the inland seas dotted with Indian fishing boats. You'll want to linger longer at seaport towns, with their totem poles and enormous ivory carvings. Your first sight of the kindly, loyal Alaskan "huskies" will stir

your blood, as will the magnificent furs for which this country is famous. And then, by a railway connecting with your cruise, you may follow the Gold Rush Trail of '98 and the magic of the Yukon River! This land of Northern Lights and Midnight Sun is yours to enjoy. Let your voyage of discovery take you up the sheltered, picturesque Inside Passage aboard a smart Canadian Pacific *Princess* liner.



The charming Empress Hotel



A corner in
Butchart's
Gardens,
Victoria

© A. S. N.

VICTORIA

the evergreen playground

Vancouver and Victoria are the Canadian Pacific ports, linked up with Seattle by the Triangle Service of Princess liners.

VICTORIA, Capital of British Columbia, is a city of gardens with a quiet English character that appeals strongly to American visitors. The handsome Parliament Buildings include an interesting Museum illustrating the life and handicrafts of the Coast Indians. The social centre is the Empress Hotel, ivy-clad and set out with flower beds making a blaze of color. Near Victoria are the celebrated Butchart's Gardens, in which an old quarry has been transformed into a paradise of bloom. Lovely motor drives take you to the Dominion Astrophysical Observatory or along the



Harbour and City of Vancouver
© Western Canada Airways.

and VANCOUVER

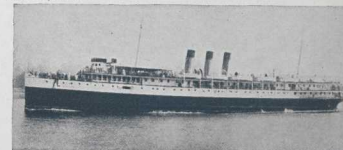
Canada's gateway to the Pacific

Malahat Drive with its superb views of fjord and shore line and distant mountains, or farther still through groves of giant Douglas fir to Alberni. Golf is here the game of games. Victoria owes much of its charm to its balmy climate.

VANCOUVER is Canada's commercial metropolis on the Pacific Coast, with a superb harbour in a beautiful setting of mountain background. The sub-tropical virgin forest has been retained in Stanley Park, Vancouver's city playground of 1,000 acres. Nearby are Capilano, Lynn and Seymour Canyons, Grouse Mountain, and Indian River Park with many attractive sea-shore summer resorts. From Grouse Mountain one looks over a great city to the Fraser River and the Gulf of Georgia. Port for busy lumber and mining industries, Vancouver harbour is a hive of industry. This is a university city, and has fine residential districts such as Shaughnessy Heights.



Big trees,
Stanley Park



A "Princess" liner

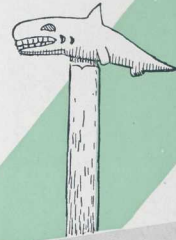


and ALASKA..

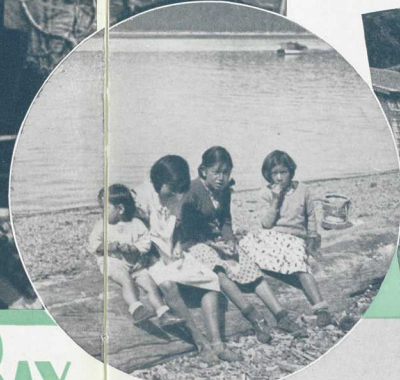
a living..romantic museum of ancient Indian lore is your first port of call

main activities consist of fishing. The native children are picturesque and of happy disposition. The totems are not idols, but represent animal spirits friendly to the clan—the particular friend of the Alert Bay Indian being the Raven.

Leaving Alert Bay you get a glimpse of the open sea while crossing Queen Charlotte Sound from Johnstone Straits before entering the archipelago of islands along the Pacific Coast of British Columbia.



Quaint streets and totem poles



West Coast Indian Children



Alert Bay greets a "Princess"

totem poles beckon a picturesque welcome to **ALERT BAY**

ALERT BAY on Cormorant Island off the East Coast of Vancouver Island is the first port of call on the cruise to Alaska. Here you are on the southern frontier of Totem Pole Land, which extends North along the Pacific Coast as far as Wrangell. Turn to the left from the quay on which you land and you find these colorful heraldic emblems lining the street, while other totem poles decorate the cemetery, which you soon reach if you turn to the right. Great logs mark the pillars and framework of an old Indian communal lodge. This is the tribal capital of thirteen Coast Indian communities, whose

PRINCE RUPERT KETCHIKAN

**daylight lingers longer
and majestic peaks
glow with flaming
hues!**

PRINCE RUPERT and KETCHIKAN are the ports of call on the following day on the regular northbound course of the Princess liners. Many million dollars have been spent in building Prince Rupert from a village on stilts into a substantial town, market and harbour for a large fishing industry—Canada's largest settlement in Northern British Columbia. Here is a small but

Chief Johnson's
famous totem pole

© R. D.

[6]



Prince Rupert,
British
Columbia



**rushing waterfalls
roar the call of the
wild!**

interesting museum, and totem poles have been saved for erection on dominant sites. North of Prince Rupert we pass Port Simpson, an old Hudson's Bay Company trading post, to enter the first port of Alaska at Ketchikan. In addition to being an important fishing centre, Ketchikan is the rallying ground of the Metlakatla,

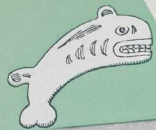


A Far-North "penthouse"

Ketchikan, Alaska
© A. S. N.

Thlinget and Haida Indians. Three notable totem poles—Kyan's Totem, Johnson's Totem and the Captain Cook Totem, the latter surmounted by a stovepipe hat, attract the visitor. Not far from the quay is a stream where in season the salmon can be seen leaping the falls. If there is time, walk up one of the stairways that climb the hill back of the Ketchikan School Building which commands a fine view.

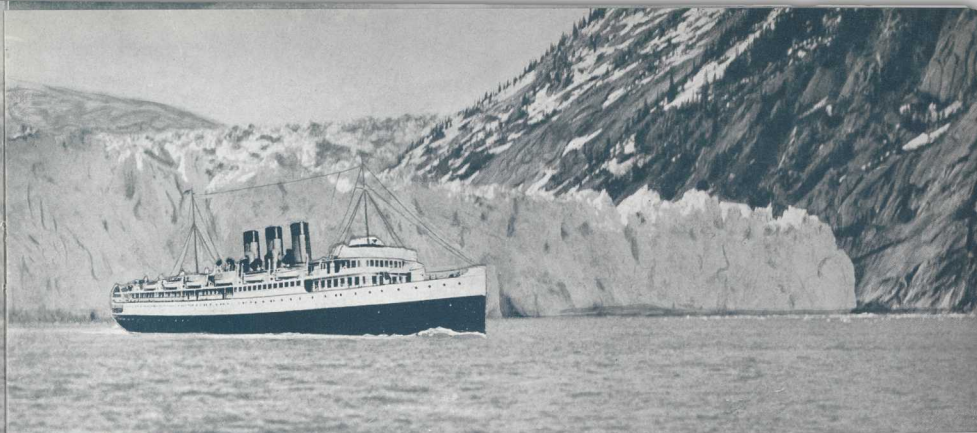
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WRANGELL and...



The Wrangell Narrows



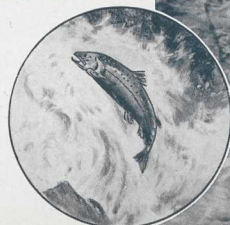
"Princess Charlotte" paying a visit to Taku Glacier

TAKU Glacier

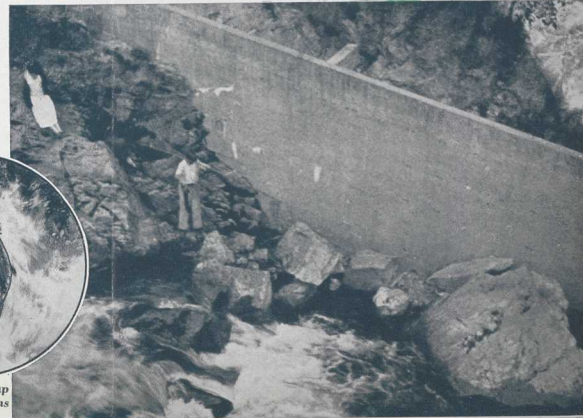
the lure of an ancient trading post.. unmatched brilliance of the 'Ice-Giant'

Russian rule over the North Pacific is recalled in the name of Wrangell, so designated from a former Russian Governor, Baron Wrangell. Gateway to the Cassiar and the Stikine River, Wrangell at one time hoped to benefit by the gold rush to the Yukon, and still is the point of landing for big game hunting parties. Opposite the dock is the interesting Goonyah Totem, and visitors will find much of interest in Chief Shakes' house, with a notable grizzly bear mask among its curios. Passing through Wrangell Narrows, the Princess liner comes within view of many glaciers, and at Taku Inlet pays a visit, at a respectful distance, to Taku Glacier, which breaks off as it touches the sea water, leaving sheer cliffs of blue-green ice. Bergs are continually drift-

ing off shore, and icefloes swing past our steamship. No more thrilling spectacle can be imagined than that of this huge mile-wide and ninety-miles-long, frozen-yet-living, river—suggestive of a majestic force held in leash by Nature. The opalescent surface of the water and the fringe of dark forest on the slopes verging on the glacier accentuate the luminous sapphire and emerald facets of the rampart of Taku's ice cliffs. Here indeed one begins to feel something of the mystery and grandeur of the North.



[9] Mighty fish leap up these Northern streams



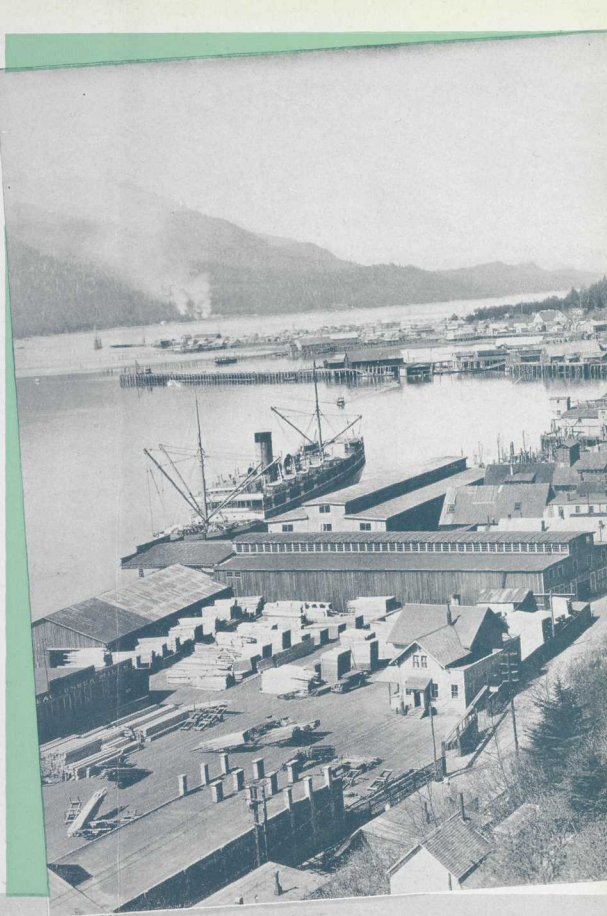


Alaska's Capital City teems with native art and Far East treasures

JUNEAU

JUNEAU, our next port of call, is the Capital of Alaska, and epitomizes the history, romance, culture and industry of that vast territory. Perched on the lower slopes of a mountain, it owes its birth and growth to gold mines such as the Glory Hole of the Treadwell, though other industries have come along to add stability. If time permits, the visitor should not omit a trip to the Mendenhall Glacier, where the mysterious action of a frozen river can be studied at close quarters. Here one can see a huge cave out of which pours the underground river of the moraine. The bus that takes you to the Glacier returns by way of lovely Auk Lake, following a road fringed with countless wild flowers. The Museum at Juneau has fascinating relics of Russian and even Chinese civilization in Alaska, as well as notable specimens of Esquimaux and Coast Indian handicraft. Lectures are given at convenient hours.

There are sightseeing aeroplanes available at Juneau for those who desire a rapid bird's-eye view of this romantically beautiful country. Gold Creek Basin, a short hike from the city, is the site of



Juneau, with Mount Juneau in background
© A. S. N.

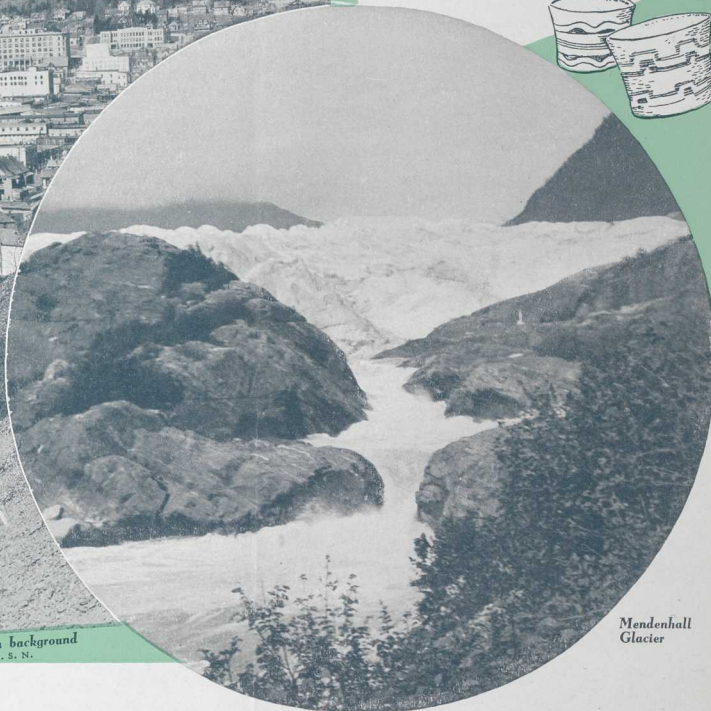


Joe Juneau's and Dick Haines' first gold strike. Launches will take you to Thane and Douglas, sites of the low-grade gold-crushing plants. The fur and curio stores should not be overlooked, as they provide the opportunity of picking up curios and works of native craft.

Nearby Petersburg
© A. S. N.

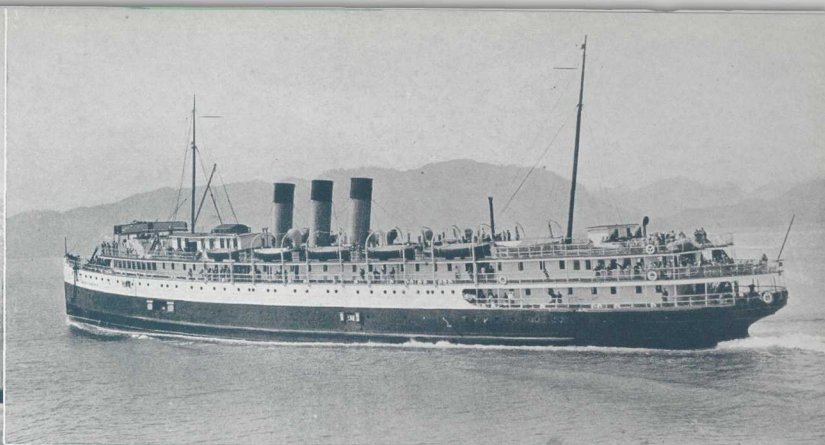
good roads and "Gold Rush" landmarks

In addition to its political importance, Juneau is a busy industrial and commercial centre, serving as a distributing point for the surrounding territory. There are churches



Mendenhall
Glacier

of many denominations, including the Pro-Cathedral of the Episcopal diocese of Alaska. Greek Catholics, Roman Catholics, Methodists, Presbyterians and Lutherans are among others represented. The educational facilities are good, for this is essentially a home town.



© A. S. N. "Princess Charlotte"

enjoy ocean cruise luxuries on the sheltered Inside Passage **ABOARD SHIP**

● The Canadian Pacific maintains a year-round steamship service to Alaska, and during the summer months assigns to this service three of the finest of its Princess liners, all of which are large, modern vessels of the most comfortable, sea-going type. They are oil-burners, and equipped with wireless telegraphy.

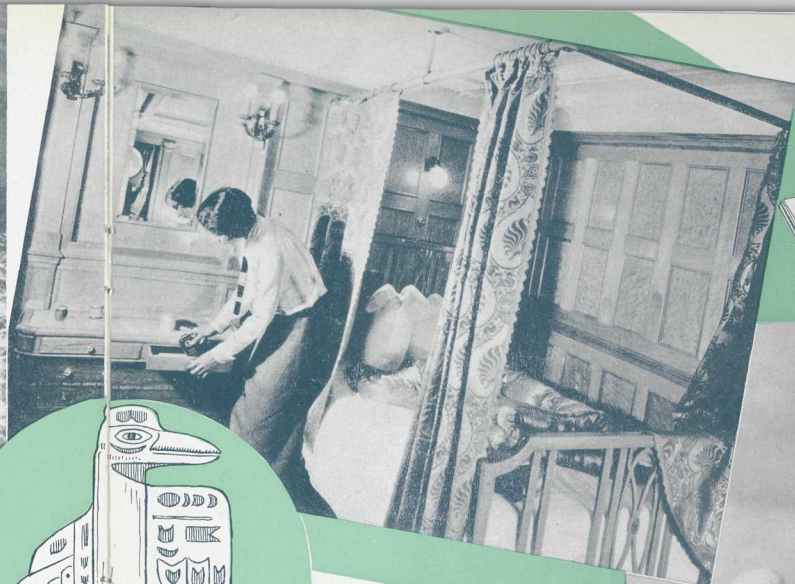
The staterooms are comfortable, cozy, well-ventilated, and designed to accommodate only two passengers per stateroom. On each ship there

are a few de luxe rooms with private bath-rooms, and also some with sofa berths.

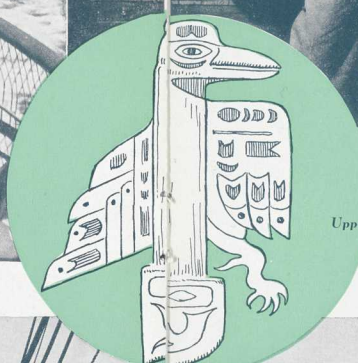
All liners have large community rooms, dining saloons, observation rooms, lounges, smoking rooms, and spacious dance floors. They are well proportioned and charmingly furnished. Delicious food, tastefully prepared, with menus remarkable for their variety, contribute to the distinction of Canadian Pacific's Alaska Service. In addition to breakfast, luncheon and dinner, light refreshments are served in the dining saloon at night.



Happy hours of deck sports



master of ceremonies holds sway, arranges entertainment, makes certain that you enjoy yourself. Every tourist travels first class. Everyone has the opportunity to know everyone else . . . very much after the style of a house party!



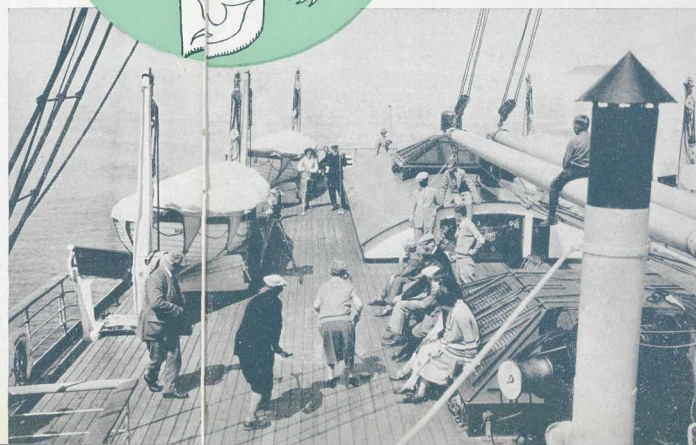
Upper-Spacious staterooms

Right-Congential companions © R. D.

Lower-Sunny deck sports

Princess decks are sunny sailing verandas for fun afloat

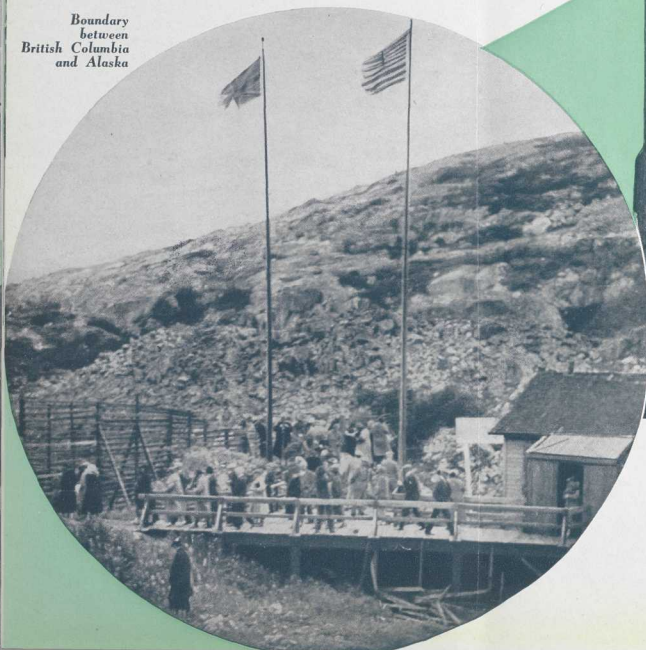
The "Princess Charlotte" is 330 feet long, with berthing capacity for 232 persons. The "Princess Louise" is 317 feet long, with berthing capacity for 210 persons. The "Princess Alice" is 289 feet long, with berthing capacity for 206 persons. There's an excellent orchestra aboard to provide inspired dance-music under the twilights of near-midnight sunsets. Last night out there's a Masquerade Ball . . . no ordinary affair when you consider that the merry throng have been under the constant spell of happy adventure. That glorious, carefree fun should reign supreme on such a night, in such a setting, is inevitable. Over the whole scene an experienced



the summer sun seldom sets on the silvery waters of *The* LYNN CANAL

The last lap of our Northbound voyage is through the wildly beautiful fjord named the Lynn Canal, in memory of a lieutenant who served under the explorer, Captain Cook. Together with Chatham Straits, of which it is an extension, the Lynn Canal is one of the deepest and longest "faults" in the geology of the Pacific Coast. The mountains on either side rise from 4,000 to 6,000 feet above sea level, and show near their tops traces of ancient glaciers.

Boundary
between
British Columbia
and Alaska



International Boundary Yukon and Alaska

Actual Glaciers are seen on the Western side—Davidson, Rainbow, Garrison and Bertha—all offshoots from the great Muir Glacier. Shortly before we reach

[16]



a peaceful panorama . . . amid roaring waterfalls cliffs and canyons

Aerial view of the Lynn Canal

© R. D.

Skagway, Haines is seen on the left—the gateway to the Porcupine mining region. Chilkoot or Chilkat, source of the celebrated Chilkat blankets made from

the hair of the mountain goat, is also on the left. Here was the landing stage for the historic Chilkoot Pass of Gold Rush days.

[17]





Skagway, on the Lynn Canal

© A. S. N.

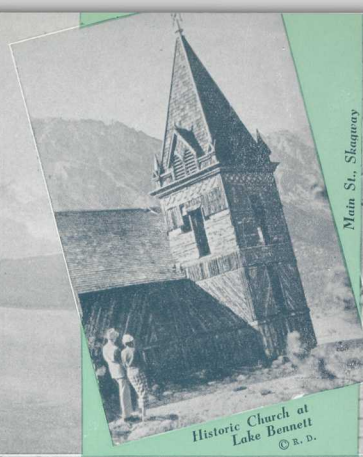


"Soapy Smith's Skull" painted on rock near Skagway

blossoms so huge.. so brilliant they call it the city of flowers SKAGWAY

SKAGWAY is our Northern terminal port—celebrated in the Trail of '98—once the notorious stronghold of Soapy Smith and his gang, and now more pleasantly associated with a beautiful flower garden. Here, if you do not wish to go inland before the return cruise to Vancouver, you can arrange to stay on board the liner while she is in port or go to a local hotel, enjoying pleasant rambles in the vicinity or short ex-

cursions by launch. Fortune Bay, Smuggler's Cove or the Great Denver Glacier are within hiking distance. Old timers at Skagway can entrance you with stories of Gold Rush days, and others can expatiate on the wild and garden flowers which grow so luxuriantly in Northern sunshine. And always there is the view looking down the Lynn Canal, one of the most spectacular in North America.



Main St., Skagway

Historic Church at Lake Bennett
© R. D.



Blanchard's Garden, Skagway
© R. D.



Alaskan
flowers rival
tropic blooms

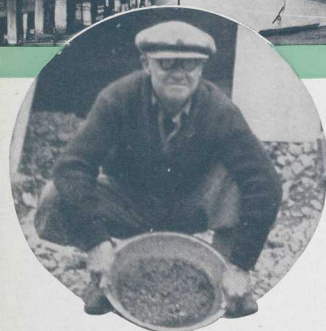


Indian curios are popular with tourists



Carcross, Yukon Territory

INLAND from Skagway where the lure of the "Gold Rush" lingers!



A worthwhile "pan"

The White Pass and Yukon Railroad takes us in comfortable observation cars over a mountain track which engineers blasted, mostly through solid rock, to reach the plateau from which the Yukon River draws its tributary sources. From the car window you can see patches of the trail up which toiled the first prospectors, and at Dead Horse Gulch you read the moving memorial tablet to the pack animals that perished by the way. At the International Boundary, Canadian and American flags wave side by side, and the red-coated "Mountie" takes charge of law and order, for now you are in the Yukon. Bennett, with its shell of a log church, is the halting place for luncheon and for those who wish to return on the same day to Skagway. Carcross (Caribou



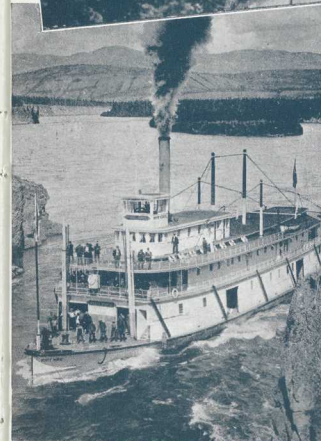
Log cabin,
Carcross



Patsy Henderson, Yukon Lecturer

Crossing) is the junction for a steamer trip down Lake Tagish to Ben-My-Chree, an exquisite garden growing at the foot of a glacier. Here one realizes that the Yukon is the home of huskies, those handsome wolfdogs who in summer are as easy-going as they are energetic in winter. At Carcross is the grave of Bishop Bompas, pioneer missionary of the North, and here a local Indian, Patsy Henderson, gives a talk from personal recollections on the discovery of Bonanza Creek and on Indian methods of trapping.

Garden at Ben-My-Chree
© DEDMAN



Five Finger Rapids

Whitehorse is for those who plan to take the sternwheel steamer down the Yukon to Dawson or beyond. Just before reaching Whitehorse, you get from the train a glimpse of Miles Canyon, which, as a rule, you have time to revisit by motorcar before the steamer leaves for Dawson . . .



Sailing on a Northern lake © R. D.

Alongside the river banks at Whitehorse are some of the pioneer sternwheelers, while newer ones may be seen under construction. For this is the head of navigation on the Yukon River. It is also an important outfitting point for big game parties who nowadays are often conveyed by aeroplane to the game-lands of the interior.



Panorama of Dawson City
© Sheolr Photo.

The KLONDIKE

an old stronghold of dauntless pioneers

Famed in fact and fiction, the Klondike now lies open before you. Go by sturdy stern-wheeler from Whitehorse to Dawson—two days downstream, four days to return upstream. See herds of caribou swimming the river on their way to summer pasture. Enjoy the thrill of a life-time "shooting" Five Finger Rapids. Visit famed old Dawson City. See Robert Service's cabin, the Indian village of

Moosehide and the beautiful gardens of Mrs. George Black, Member of Parliament for the Yukon. If the North still beckons, continue by the Yukon River Circle Tour up the Tenana and over the Alaska Railroad to Seward. In this way you may visit Mount McKinley National Park, Kenai Lake, Placer River Canyon and Spencer Glacier.

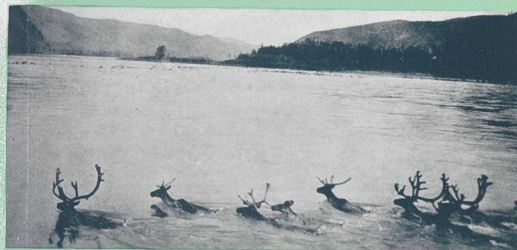
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Whitehorse—starting point of Yukon River boats

© A.S.N.



Caribou swimming the Yukon

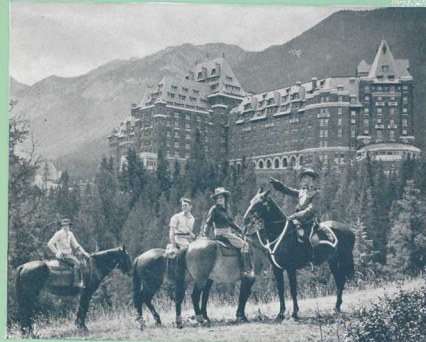


Robert Service's Cabin,
Dawson © R.D.

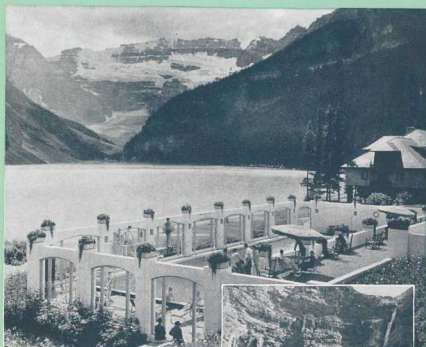


Oldest cabin in Dawson © R.D.

Enroute to or from Alaska Stop at BANFF and LAKE LOUISE In the CANADIAN ROCKIES



Banff Springs Hotel in Banff National Park



Chateau Lake Louise
Swimming Pool

Take the Canadian Pacific Railway through 600 miles of the Canadian Rockies with their crowning jewels of Banff, Lake Louise and Emerald Lake. They are unsurpassed as vacation resorts.



Comfortable Buses

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Hotels of Beauty and Efficiency . . . Famed for Comfort, Service and Cuisine at Moderate Rates

PACIFIC COAST

Empress Hotel
Victoria, B.C.

A luxurious hotel in Canada's Evergreen Playground, which, by its equable climate, is a favorite summer and winter resort. Motoring, yachting, fishing, shooting and all-year golf. Crystal Garden for swimming and music. Open all year. European Plan.

Hotel Vancouver
Vancouver, B.C.

In operation until the end of May, 1939, by the Canadian Pacific Railway. The new Hotel Vancouver is expected to open in the latter part of May, 1939, and will be operated by the Vancouver Hotel Company Limited, jointly on behalf of the Canadian National and Canadian Pacific Railway companies. European plan.

THE ROCKIES

Emerald Lake Chalet
Near Field, B.C.
Altitude 4,272 feet

Situated at the foot of Mount Burgess, in picturesque Yoho National Park. Roads and trails to the Burgess Pass, Yoho Valley, etc. Boating and fishing. Open summer months. American Plan.

Chateau Lake Louise
Lake Louise, Alberta
Altitude 5,650 feet

Facing an exquisite Alpine lake in Banff National Park. Alpine climbing with Swiss guides, pony trips, swimming, drives or motoring, tennis, boating, fishing, in neighbouring waters. Open summer months. European Plan.

Banff Springs Hotel
Banff, Alberta
Altitude 4,625 feet

In the heart of Banff National Park. Alpine climbing, motoring, golf, bathing, hot sulphur springs, tennis, fishing, boating and riding. Open summer months. European Plan.

THE PRAIRIES

Hotel Palliser
Calgary, Alberta

A handsome hotel of metropolitan standard. Ideal headquarters for the business man or the tourist travelling to and from the Canadian Rockies, or beyond. Open all year. European Plan.

Hotel Saskatchewan
Regina, Sask.

In the capital of the Province of Saskatchewan. Golf and motoring. Open all year. European Plan.

The Royal Alexandra
Winnipeg, Man.

A popular hotel in the capital of the Province of Manitoba and the centre of Winnipeg's social life. Open all year. European Plan.

EASTERN CANADA

Toronto, Ont.

The Royal York—The largest hotel in the British Empire. Open all year. European Plan.

Quebec, Que.

Chateau Frontenac—A metropolitan hotel in the most historic and romantic city of North America. Open all year. Port for Canadian Pacific "Empress" liners to Europe. European Plan.

McAdam, N.B.

McAdam Hotel—A commercial and sportsman's hotel. Open all year. American Plan.

St. Andrews-by-the-Sea, N.B.

The Algonquin—The social centre of New Brunswick's most popular seashore summer resort. Open summer months. American Plan.

Digby, N.S.

The Pines—Nova Scotia's premier resort hotel. Golf, tennis, swimming pool. Open summer months. American Plan.

Kentville, N.S.

The Cornwallis Inn—Centre for excursions to Evangeline Land. Open all year. American Plan.

Yarmouth, N.S.

Lakeside Inn—Designed in attractive bungalow style. Golf available for hotel guests. Tuna fishing. Open summer months. American Plan.

Halifax, N.S.

Lord Nelson Hotel. Open all year. European Plan. (Operated by the Lord Nelson Hotel Co.).

Other Hotels and Lodges reached by Canadian Pacific

Yoho Valley Lodge, Field, B.C.	Devil's Gap Lodge, Kenora, Ont.
Lake Wapta Lodge, Hector, B.C.	French River Chalet-Bungalow Camp, French River, Ont.
Moraine Lake Lodge, Hector, B.C.	Hotel Sicomus, Sicomus, B.C.
Mountain Hot Springs Lodge, Radium, B.C.	Hotel Incola, Penticton, B.C.
(Operated by Miss C. Armstrong)	Harrison Hot Springs Hotel, Agassiz, B.C.
Mount Assiniboine Lodge, Banff, Alta.	Cameron Lake Chalet, Cameron Lake (Vancouver Island), B.C.
(Operated by Erling Strom)	Columbia Icefield Chalet, near Lake Louise, Alta.
	(Operated by Brewster Transport Co.)

For further information and reservations apply to hotel management, your local travel agent, or nearest Canadian Pacific Office.

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1939 Panama the World

● Canada and United States

THE CANADIAN PACIFIC RAILWAY (comprising 21,235 miles of operated and controlled lines) reaches from the Atlantic to the Pacific, across Canada and into the United States. The main line, Montreal to Vancouver, 2,886 miles, passes through the heart of the famous Canadian Rockies. Modern and comfortable trans-continental and local passenger train services link the important cities, industrial sections, agricultural regions and holiday resorts. Air-conditioned equipment operated on principal trains. Fast and efficient freight service. Convenient coastal and inland steamship services. Builds and operates own sleeping, dining and parlor cars.

ALASKA—Frequent service by Canadian Pacific "Princess" liners from Vancouver (connections from Victoria and Seattle) to Skagway and return via the "Inside Passage".

TRIANGLE SERVICE—Canadian Pacific "Princess" liners provide daily service the year round between Vancouver, Victoria and Seattle.

GREAT LAKES—Canadian Pacific inland steamships sail semi-weekly during the summer months between Port McNicoll and Fort William via an attractive lake and river route. Summer cruises from Port McNicoll and Owen Sound.

● 39% Less Ocean to Europe

AIR-LINE ROUTE . . . Frequent sailings via the smooth St. Lawrence Seaway from Montreal and Quebec (summer) . . . Saint John, N.B., and Halifax, N.S. (winter) . . . to and from British and Continental ports . . . the majestic **Empress of Britain** and other great **Empress, Duchess and Mont** ships of the **CANADIAN PACIFIC** fleet set new standards of trans-Atlantic service.

FAST FREIGHT SERVICE provided by **Empress, Duchess, Mont** liners and **Beaver** cargo ships.

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Regular sailings between Vancouver, Victoria and Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong, Manila, provide convenient passenger and freight schedules:

DIRECT EXPRESS ROUTE TO ORIENT . . . swift sister ships, **Empress of Asia** and **Empress of Russia** . . . Yokohama in 10 days flat!

VIA HONOLULU . . . The mighty **Empress of Japan** and her running mate, **Empress of Canada**, make Honolulu in 5 days, Yokohama in just 8 days more.

SOUTH SEAS . . . Canadian Australasian liners ply between Vancouver, Victoria and Honolulu, Fiji, New Zealand, Australia.

● Round-the-World

ANNUAL WORLD CRUISE on the famous **Empress of Britain**, perfectly timed to see world-renowned beauty spots at their best . . . Other attractive cruises to West Indies.

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● Hotels, Express, Communications

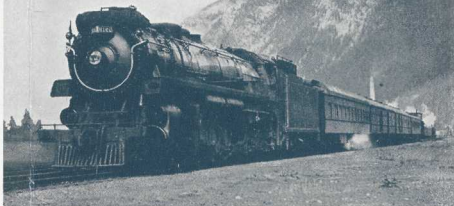
HOTELS . . . A chain of comfort across Canada from Atlantic to Pacific . . . Fourteen hotels in leading cities and resorts, including Chateau Frontenac, Quebec; Royal York, Toronto; Band Springs, Empress Hotel, Victoria . . . Six rustic lodges in the Canadian Rockies and at Ontario fishing resorts.

COMMUNICATIONS AND EXPRESS . . . owned and operated by the **CANADIAN PACIFIC** trans-Canada service

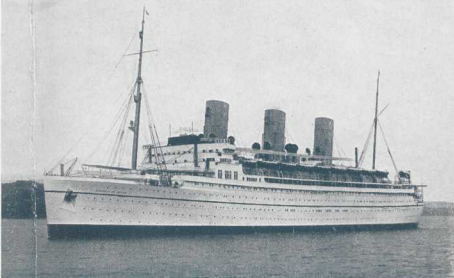
. . . world-wide connections . . . travel letters cheques—good the world over.



Empress of Britain and Chateau Frontenac Hotel, Quebec



Canadian Pacific Transcontinental Train near Banff



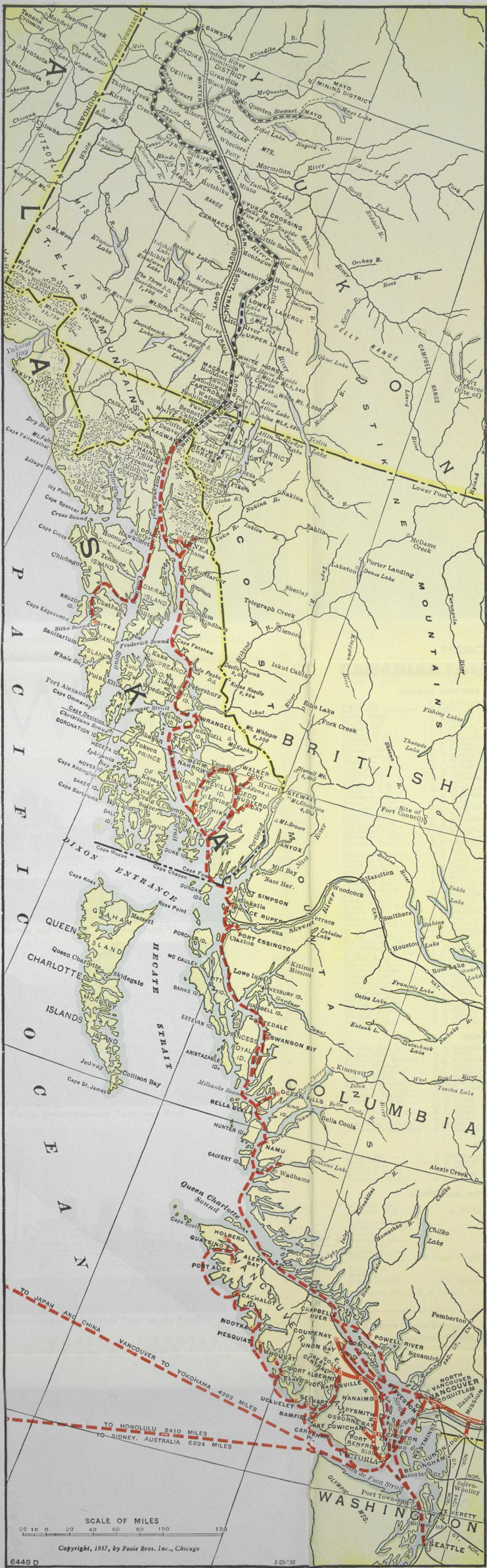
Empress of Japan—Largest and Fastest Liner on the Pacific

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VICTORIA—Capital City of British Columbia. Parliament Buildings, Provincial Museum, Butchart Gardens. Naval Station and Observatory at Esquimalt. Empress Hotel.

VANCOUVER—Canada's great port on the Pacific at the mouth of the Fraser River. Lumbering, fishing, canning, mining, manufacturing and trading centre. Immense shipping to Honolulu, the Orient, Australia and New Zealand. Stanley Park. Hotel Vancouver.

NANAIMO—An old Hudson's Bay Company's Fort. Coal mines.

POWELL RIVER—Paper mills.

ALERT BAY—Indian village on Cormorant Island separated from Vancouver Island by Johnstone Strait. Notable for its street of totem poles, some of which have been transferred to Stanley Park, Vancouver.

OCEAN FALLS—near the mouth of Dean Channel—reached by Alexander Mackenzie on his Overland passage across Canada in 1793. The site of an important paper manufacturing plant.

BUTEDALE—on Princess Royal Island: Salmon canning and fish oil production plant.

PRINCE RUPERT—port near the mouth of the Skeena River with population of about 6,350. An important fishing centre with large cold storage plants. Here also is a large floating dry dock. Close by on Digby Island is the Canadian Government wireless station, and a little further north is Port Simpson, celebrated in the annals of the Hudson's Bay Company. Prince Rupert has interesting fur stores.

PORT SIMPSON—Site of the original Fort Simpson built by the Hudson's Bay Company in 1834.

KETCHIKAN—The southernmost town in Alaska, well equipped with canneries and cold storage plants. Centre of platinum, gold, silver and lead mines. Curio stores and totem poles. Salmon jump the waterfall on Ketchikan Creek in the late summer months.

BEHM CANAL (on the route of the cruise)—with Eddystone Rock, a pinnacle 250 feet, rising sheer from the sea.

RUDYERD BAY—with the picturesque "Punch Bowl."

WRANGELL—near the mouth of the Stikine River, which is navigable 180 miles to Telegraph Creek, outfitting point for the Cassiar big game hunting fields. Totem poles and curio stores. Named after Baron Wrangell, Russian Governor of Alaska, in 1830. At the north of Wrangell Narrows is Petersburg, formerly a Russian settlement.

TAKU GLACIER—at the head of Taku Inlet, dropping sheer into the sea—100 feet thick, a mile wide and ninety miles long.

JUNEAU—Capital of Alaska with population of over 4,000. Fascinating Museum and experimental salmon hatchery. Fur and Curio stores. Close to Mendenhall Glacier and Gold Creek basin. Gold crushing plants.

SITKA (Cruises only) on Baranof Island—formerly capital of Alaska under Russian regime. Russian St. Michael's Cathedral founded 1818. Sheldon Jackson Indian Industrial School. National Park.

LYNN CANAL—Spectacular fjord 80 miles long, 1 to 5 miles broad. Ice wall of Davidson Glacier on the West.

SKAGWAY—At the head of Lynn Canal. Southern terminal of White Pass and Yukon Route. Rich in memories of Gold Rush days and the Trail of '98—Beautiful flower gardens. Fishing. Trips to West Taku Arm and Lake Bennett—Miles Canyon and White Horse Rapids. Or on to Yukon and the Klondike.

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Vancouver, B.C. Largest hotel on the North Pacific Coast, overlooking the Strait of Georgia, and serving the business man and the tourist. Golf, motoring, fishing, hunting, bathing, steamer excursions. Open all year. European Plan.

Empress Hotel
Victoria, B.C. A luxurious hotel in Canada's Evergreen Playground, which, by its equable climate, is a favorite summer and winter resort. Motoring, yachting, fishing, shooting and all-year golf. Crystal Garden for swimming and music. Open all year. European Plan.

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Yarmouth, N.S. Lakeside Inn—Designed in attractive bungalow style. Golf available for hotel guests. Tuna fishing. Open summer months. American Plan.

Halifax, N.S. Lord Nelson Hotel. Open all year. European Plan. (Operated by the Lord Nelson Hotel Co.)

Other Hotels and Lodges reached by Canadian Pacific

Yoho Valley Lodge, Field, B.C.
Lake Wapta Lodge, Hector, B.C.
Lake O'Hara Lodge, Hector, B.C.
Radiant Hot Springs Lodge, Redoubt, B.C.
(Operated by Miss C. Armstrong)
Mount Assiniboine Lodge, Banff, Alta.
(Operated by Eling Strom)
Devil's Gap Lodge, Kenora, Ont.
French River Châlet-Bungelow Camp, French River, Ont.
Hof Sicanau Lodge, Sicanau, B.C.
Hotel Incola, Penticton, B.C.
Harrison Hot Springs Hotel, Agassiz, B.C.
Cameron Lake Chalet, Cameron Lake (Vancouver Island), B.C.

For further information and reservations apply to hotel management, your local travel agent, or nearest Canadian Pacific Office.



Enjoy a "Pioneer"
vacation! Adventure north
to

ALASKA and the YUKON

● A cruise through inland seas walled by spruce-clad, snow-crowned mountains, seas dotted with Indian fishing boats—a cruise taking you through a land of totem poles and mammoth-ivory carvings, calling at seaport towns where every second store is a treasury of curios—a cruise to glaciers stretching huge talons of ice into the sea—a cruise to a land of furs and huskies—a cruise of sunny days and lingering twilights,

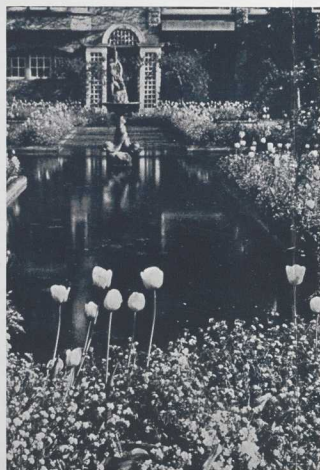
with Northern Lights and a Midnight Sun—a cruise that links up with a railway running on cliff ledges overlooking the Gold Rush Trail of '98, and taking you to the frontier towns and flower-bedecked magic of the tremendous Yukon River—such a cruise must surely make you feel that this coming summer the trip for you will be up the sheltered Inside Passage on one of the Canadian Pacific Princess liners to Alaska and the Yukon.



Below—The Treasury Warrant with which the United States purchased Alaska from Russia
Above—The Historic "Trail of '98"



The charming Empress Hotel



A corner in
Butchart's
Gardens,
Victoria

© A.S.N.

VICTORIA

the evergreen playground

Vancouver and Victoria are the Canadian Pacific ports, linked up with Seattle by the Triangle Service of Princess liners.

VICTORIA, Capital of British Columbia, is a city of gardens with a quiet English character that appeals strongly to American visitors. The handsome Parliament Buildings include an interesting Museum illustrating the life and handicrafts of the Coast Indians. The social centre is the Empress Hotel, ivy-clad and set out with flower beds making a blaze of color. Near Victoria are the celebrated Butchart's Gardens, in which an old quarry has been transformed into a paradise of bloom. Lovely motor drives take you to the Dominion Astrophysical Observatory or along the



Harbour and City of Vancouver
© WESTERN CANADA AIRWAYS

and VANCOUVER

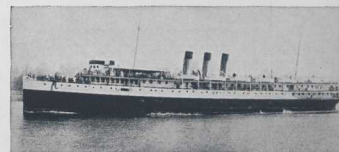
Canada's gateway to the Pacific

Malahat Drive with its superb views of fiord and shore line and distant mountains, or farther still through groves of giant Douglas fir to Alberni. Golf is here the game of games. Victoria owes much of its charm to its balmy climate.

VANCOUVER is Canada's commercial metropolis on the Pacific Coast, with a superb harbour in a beautiful setting of mountain background. The sub-tropical virgin forest has been retained in Stanley Park, Vancouver's city playground of 1,000 acres. Nearby are Capilano, Lynn and Seymour Canyons, Grouse Mountain, and Indian River Park with many attractive seashore summer resorts. From the rose-garlanded roof garden of the Hotel Vancouver, one looks over a great city to the Fraser River and the Gulf of Georgia, or across the river to the Lions. Port for busy lumber and mining industries, Vancouver harbour is a hive of industry. This is a University City, and has fine residential districts such as Shaughnessy Heights.



Hotel Vancouver



A "Princess" liner

and ALASKA..



totem poles beckon a picturesque welcome to . . . **ALERT BAY**

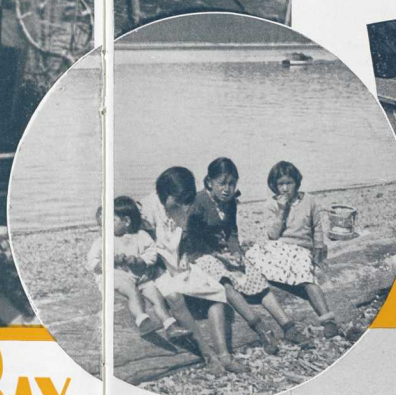
ALERT BAY on Cormorant Island off the East Coast of Vancouver Island is the first port of call on the cruise to Alaska. Here you are on the southern frontier of Totem Pole Land, which extends North along the Pacific Coast as far as Wrangell. Turn to the left from the quay on which you land and you find these colorful heraldic emblems lining the street, while other totem poles decorate the cemetery, which you soon reach if you turn to the right. Great logs mark the pillars and framework of an old Indian communal lodge. This is the tribal capital of thirteen Coast Indian communities, whose

[4]

a living..romantic museum of ancient Indian lore is your first port of call

main activities consist in fishing. The native children are picturesque and of happy disposition. The totems are not idols, but represent animal spirits friendly to the clan — the particular friend of the Alert Bay Indian being the Raven.

Leaving Alert Bay you get a glimpse of the open sea while crossing Queen Charlotte Sound from Johnstone Straits before entering the archipelago of islands along the Pacific Coast of British Columbia.



West Coast Indian Children



Quaint streets and totem poles



Alert Bay greets a "Princess"



Each totem has a meaning

[5]

PRINCE RUPERT KETCHIKAN

**daylight lingers longer
and majestic peaks
glow with flaming
hues!**

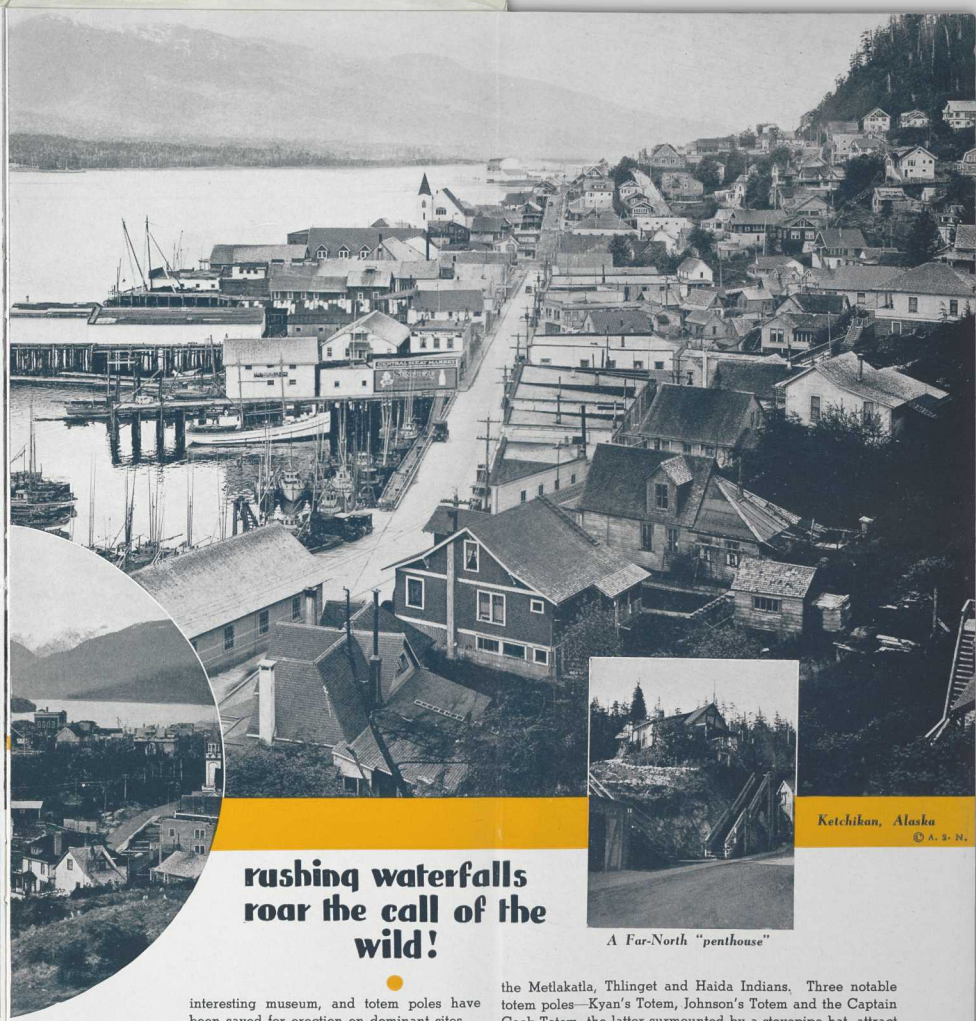
PRINCE RUPERT and KETCHIKAN are the ports of call on the following day on the regular northbound course of the Princess liners. Many million dollars have been spent in building Prince Rupert from a village on stilts into a substantial town, market and harbour for a large fishing fleet—Canada's largest settlement in Northern British Columbia. Here is a small but

Chief Johnson's
famous totem pole
© R. D.

[6]



Prince Rupert,
British
Columbia



Ketchikan, Alaska

© A. S. N.

**rushing waterfalls
roar the call of the
wild!**



A Far-North "penthouse"

interesting museum, and totem poles have been saved for erection on dominant sites. North of Prince Rupert we pass Port Simpson, an old Hudson's Bay Company trading post, to enter the first port of Alaska at Ketchikan. In addition to being an important fishing centre, Ketchikan is the rallying ground of

the Metlakatla, Thlinget and Haida Indians. Three notable totem poles—Kyan's Totem, Johnson's Totem and the Captain Cook Totem, the latter surmounted by a stovepipe hat, attract the visitor. Not far from the quay is a stream where in season the salmon can be seen leaping the falls. If there is time, walk up one of the stairways that climb the hill back of the Ketchikan School Building which commands a fine view.

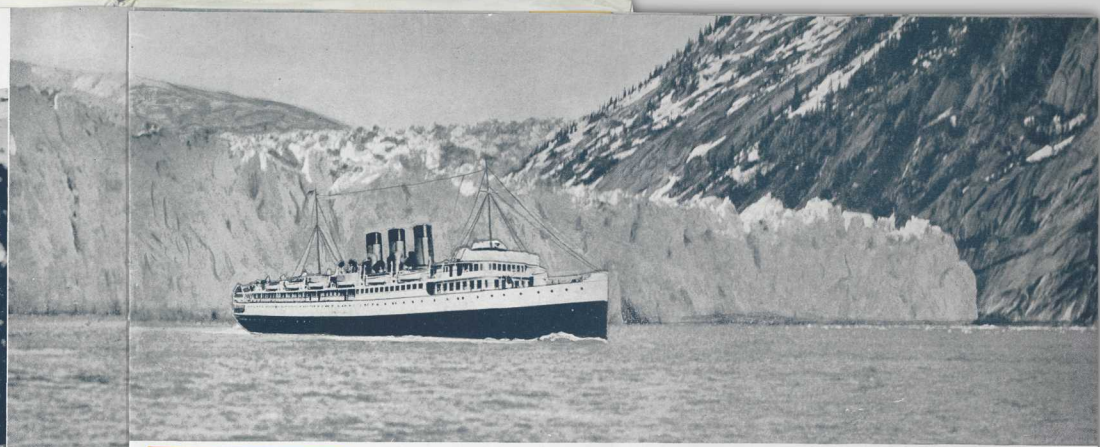
[7]



WRANGELL *and...*



The Wrangell Narrows



"Princess Charlotte" passing Taku Glacier

TAKU Glacier

**the lure of an ancient
trading post..unmatched
brilliance of the "Ice-Giant"**

Russian rule over the North Pacific is recalled in the name of Wrangell, so designated from a former Russian Governor, Baron Wrangell. Gateway to the Cassian and the Stikine River, Wrangell at one time hoped to benefit by the gold rush to the Yukon, and still is the point of landing for big game hunting parties. Opposite the dock is the interesting Goonyah Totem, and visitors will find much of interest in Chief Shakes' house, with a notable grizzly bear mask among its curios. Passing through Wrangell Narrows, the Princess liner comes within view of many glaciers, and at Taku Inlet pays a visit, at a respectful distance, to Taku Glacier, which breaks off as it touches the sea water, leaving sheer cliffs of blue-green ice. Bergs are continually drift-

ing off shore, and icefloes swing past our steamship. No more thrilling spectacle can be imagined than that of this huge mile-wide and ninety-miles-long, frozen-yet-living, river—suggestive of a majestic force held in leash by Nature. The opalescent surface of the water and the fringe of dark forest on the slopes verging on the glacier accentuate the luminous sapphire and emerald facets of the rampart of Taku's ice cliffs. Here indeed one begins to feel something of the mystery and grandeur of the North.



[9] Mighty fish leap up these Northern streams



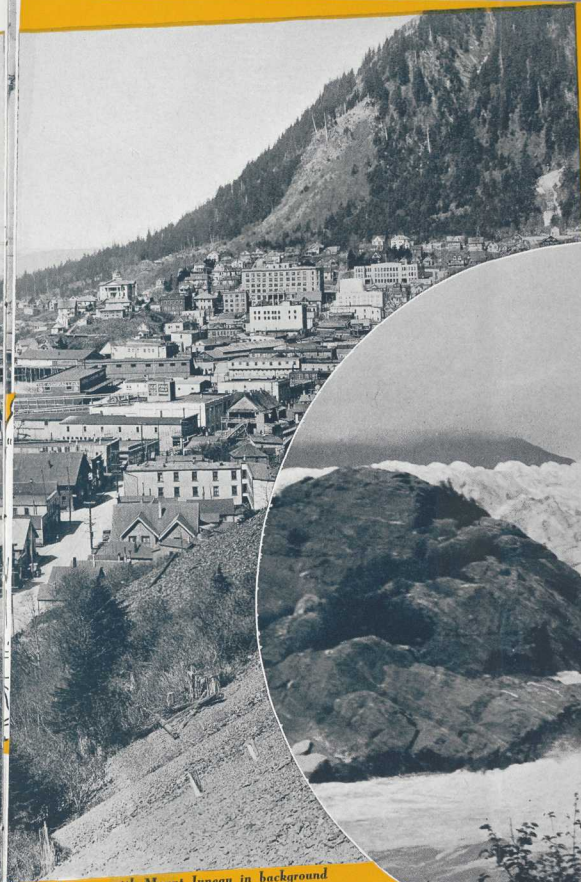
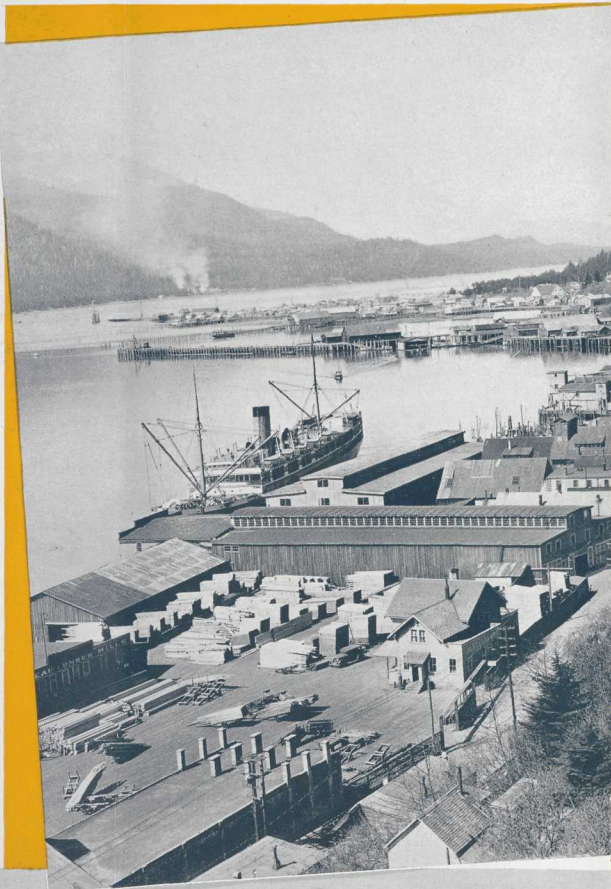


Alaska's Capital
City teems with
native art and Far
East treasures

JUNEAU

JUNEAU, our next port of call, is the Capital of Alaska, and epitomizes the history, romance, culture and industry of that vast territory. Perched on the lower slopes of a mountain, it owes its birth and growth to gold mines such as the Glory Hole of the Treadwell, though other industries have come along to add stability. If time permits, the visitor should not omit a trip to the Mendenhall Glacier, where the mysterious action of a frozen river can be studied at close quarters. Here one can see a huge cave out of which pours the underground river of the moraine. The bus that takes you to the Glacier returns by way of lovely Auk Lake, following a road fringed with countless wild flowers. The Museum at Juneau has fascinating relics of Russian and even Chinese civilization in Alaska, as well as notable specimens of Esquimaux and Coast Indian handicraft. Lectures are given at convenient hours.

There are sightseeing aeroplanes available at Juneau for those who desire a rapid bird's-eye view of this romantically beautiful country. Gold Creek Basin, a short hike from the city, is the site of



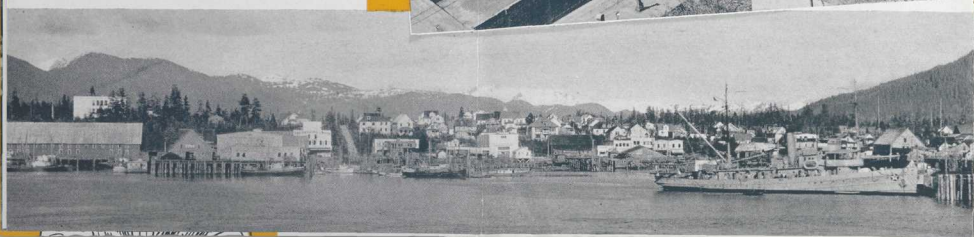
Juneau, with Mount Juneau in background
© A. S. N.

good roads and "Gold Rush" landmarks

In addition to its political importance, Juneau is a busy industrial and commercial centre, serving as a distributing point for the surrounding territory. There are churches



Mendenhall
Glacier



Joe Juneau's and Dick Haines' first gold strike. Launches will take you to Thane and Douglas, sites of the low-grade gold-crushing plants. The fur and curio stores should not be overlooked, as they provide the opportunity of picking up curios and works of native craft.

of many denominations, including the Pro-Cathedral of the Episcopal diocese of Alaska. Greek Catholics, Roman Catholics, Methodists, Presbyterians and Lutherans are among others represented. The educational facilities are good, for this is essentially a home town.

Nearby Petersburg

© A. S. N.



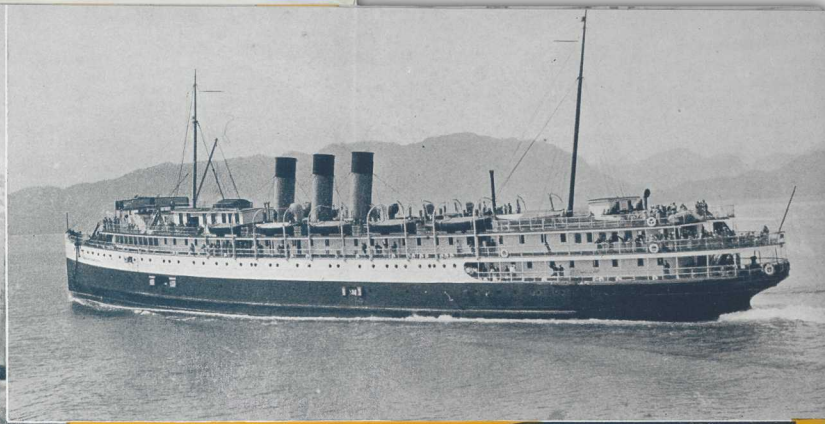
enjoy ocean cruise luxuries on the sheltered Inside Passage **ABOARD SHIP**

● The Canadian Pacific maintains a year-round steamship service to Alaska, and during the summer months assigns to this service three of the finest of its Princess liners, all of which are large, modern vessels of the most comfortable, sea-going type. They are oil-burners, and equipped with wireless telegraphy.

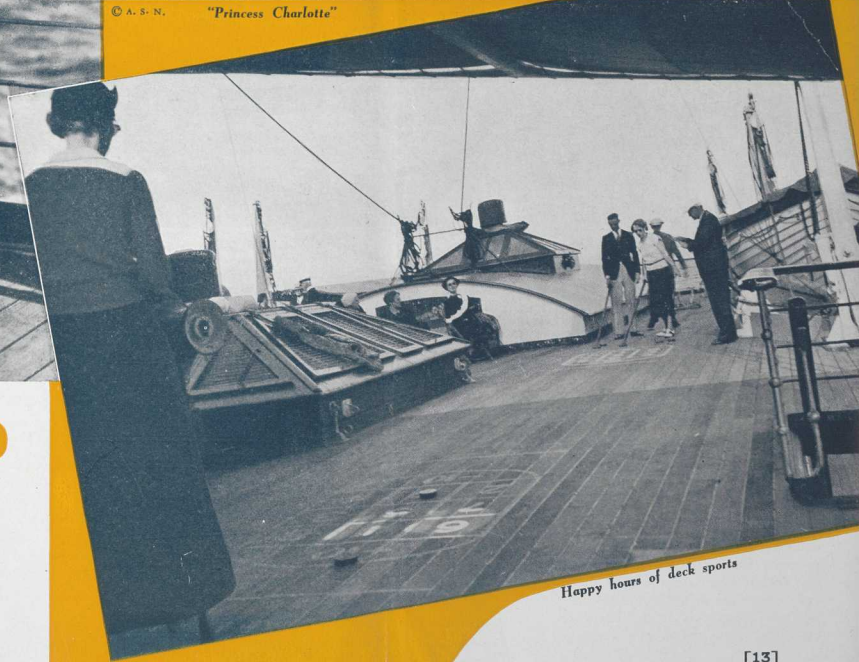
The staterooms are comfortable, cozy, well-ventilated, and designed to accommodate only two passengers per stateroom. On each ship there

are a few de luxe rooms with private bath-rooms, and also some with sofa berths.

All liners have large community rooms, dining saloons, observation rooms, lounges, smoking rooms, and spacious dance floors. They are well proportioned and charmingly furnished. Delicious food, tastefully prepared, with menus remarkable for their variety, contribute to the distinction of Canadian Pacific's Alaska Service. In addition to breakfast, luncheon and dinner, light refreshments are served in the dining saloon at night.



© A. S. N. "Princess Charlotte"



Happy hours of deck sports



master of ceremonies holds sway, arranges entertainment, makes certain that you enjoy yourself. Every tourist travels first class. Everyone has the opportunity to know everyone else . . . very much after the style of a house party!



Upper-Spacious staterooms

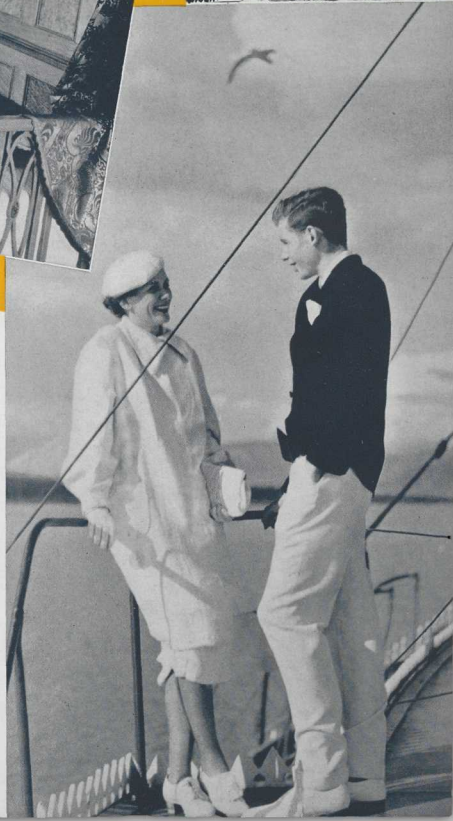
Right-Congenial companions © R. D.

Lower-Sunny deck sports

Princess decks are sunny sailing verandas for fun afloat

The "Princess Charlotte" is 330 feet long, with berthing capacity for 232 persons. The "Princess Louise" is 317 feet long, with berthing capacity for 210 persons. The "Princess Alice" is 289 feet long, with berthing capacity for 206 persons.

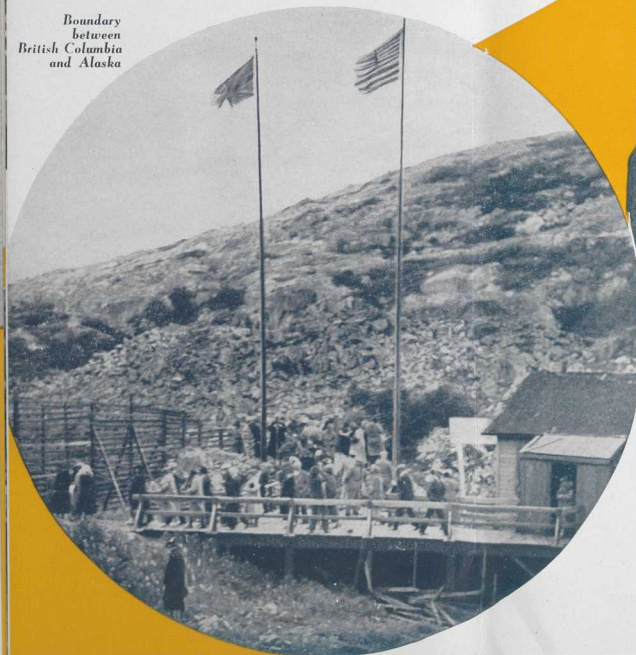
There's an excellent orchestra aboard to provide inspired dance-music under the twilights of near-midnight sunsets. Last night out there's a Masquerade Ball . . . no ordinary affair when you consider that the merry throng have been under the constant spell of happy adventure. That glorious, carefree fun should reign supreme on such a night, in such a setting, is inevitable. Over the whole scene an experienced



the summer sun seldom sets on the silvery waters of *The* LYNN CANAL

The last lap of our Northbound voyage is through the wildly beautiful fiord named the Lynn Canal, in memory of a lieutenant who served under the explorer, Captain Cook. Together with Chatham Straits, of which it is an extension, the Lynn Canal is one of the deepest and longest "faults" in the geology of the Pacific Coast. The mountains on either side rise from 4,000 to 6,000 feet above sea level, and show near their tops traces of ancient glaciers.

Boundary
between
British Columbia
and Alaska



International Boundary Yukon and Alaska

Actual Glaciers are seen on the Western side—Davidson, Rainbow, Garrison and Bertha—all offshoots from the great Muir Glacier. Shortly before we reach

[16]



a peaceful panorama . . . amid roaring waterfalls cliffs and canyons

Skagway, Haines is seen on the left—the gateway to the Porcupine mining region. Chilkoot or Chilkat, source of the celebrated Chilkat blankets made from

the hair of mountain goat, is also on the left. Here was the landing stage for the historic Chilkoot Pass of Gold Rush days.

Aerial view of the Lynn Canal

© R. D.

[17]



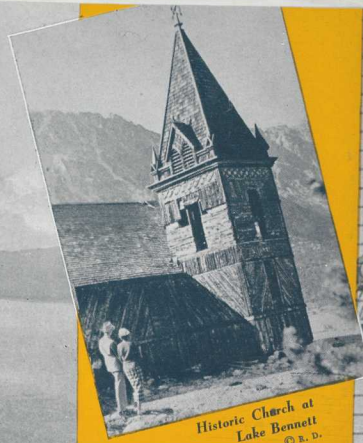


Skagway, on the Lynn Canal
© A. S. N.

blossoms so huge.. so brilliant they call it the city of flowers **SKAGWAY**

SKAGWAY is our Northern terminal port—celebrated in the Trail of '98—once the bloodstained home of Soapy Smith and his gang, and now more pleasantly associated with a beautiful flower garden. Here, if you do not wish to go inland before the return cruise to Vancouver, you can arrange to stay on board the liner while she is in port or go to a local hotel, enjoying pleasant rambles in the vicinity or short ex-

cursions by launch. Fortune Bay, Smuggler's Cove or the Great Denver Glacier are within hiking distance. Old timers at Skagway can entrance you with stories of Gold Rush days, and others can expatiate on the wild and garden flowers which grow so luxuriantly in Northern sunshine. And always there is the view looking down the Lynn Canal, one of the most spectacular in North America.



Historic Church at
Lake Bennett
© R. D.



Blanchard's Garden,
Skagway
© R. D.



Alaskan
flowers rival
tropic blooms

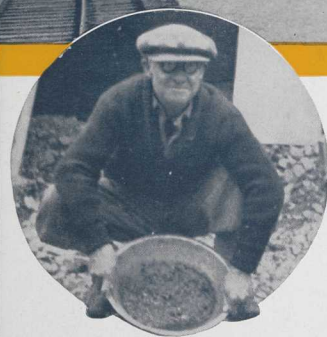


Indian curios are popular with tourists



Carcross, Yukon Territory

INLAND from Skagway where the lure of the "Gold Rush" lingers!



A worthwhile "pan"

The White Pass and Yukon Railroad takes us in comfortable observation cars over a mountain track which engineers blasted mostly through solid rock to reach the plateau from which the Yukon River draws its tributary sources. From the car window you can see patches of the trail up which toiled the first prospectors, and at Dead Horse Gulch you read the moving memorial tablet to the pack animals who perished by the way. At the International Boundary, Canadian and American flags wave side by side, and the red-coated "Mountie" takes charge of law and order, for now you are in the Yukon. Bennett, with its shell of a log church, is the halting place for luncheon and for those who wish to return on the same day to Skagway. Carcross (Caribou

Crossing) is the junction for a steamer trip down Lake Tagish to Ben-My-Chree, an exquisite garden growing at the foot of a glacier. Here one realizes that the Yukon is the home of huskies, those handsome wolfdogs who in Summer are as easy-going as they are energetic in Winter. At Carcross is the grave of Bishop Bompas, pioneer missionary of the North, and here a local Indian, Patsy Henderson, gives a talk from personal recollections on the discovery of Bonanza Creek and on Indian methods of trapping.

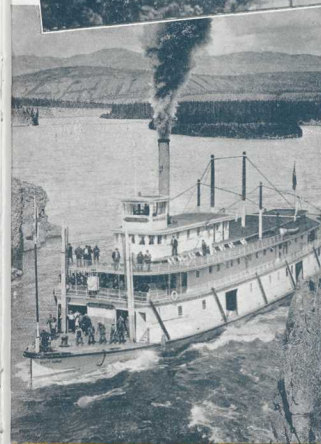


Patsy Henderson, Yukon Lecturer



Log cabin,
Carcross

Garden at Ben-My-Chree
© DEDMAN



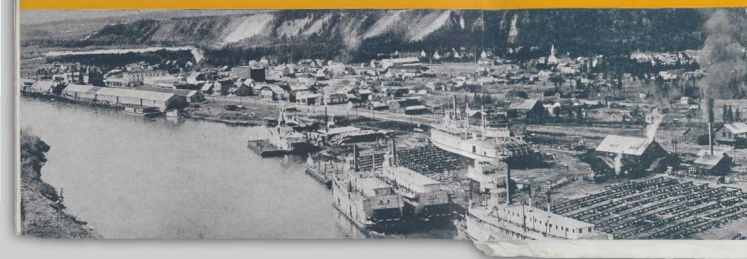
Five Finger Rapids

Whitehorse is for those who plan to take the sternwheel steamer down the Yukon to Dawson or beyond. Just before reaching Whitehorse, you get from the train a glimpse of Miles Canyon, which, as a rule, you have time to revisit by motorcar before the steamer leaves for Dawson . . .



Sailing on a Northern lake © R. D.

Alongside the river banks at Whitehorse are some of the pioneer sternwheelers, while newer ones may be seen under construction. For this is the head of navigation on the Yukon River. It is also an important outfitting point for big game parties who nowadays are often conveyed by aeroplane to the game-lands of the interior.



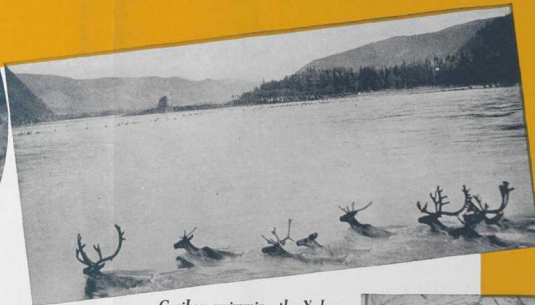
Top—Panorama of
Dawson City
© SHEELOR PHOTO.

Centre—Hydraulic
Gold Mining
© R. D.

Bottom—Whitehorse—
starting point of
Yukon River
boats
© A. S. N.



An Alaskan "Husky"



Caribou swimming the Yukon

The KLONDIKE an old stronghold of dauntless pioneers

From Whitehorse to Dawson, the stern-wheeler takes two days, and four days to return upstream. The fascination of this trip can best be realized in the description written by Frederick Niven and published by the Whitehorse and Yukon Route. Early in the season you may see herds of caribou swimming the river on their way to summer pasture. In Five Finger Rapids, going up or coming down, you get the thrill of a lifetime. Dawson City itself is still rich in romantic memories, and is also regaining some of its old-time activity through new methods of reclaiming gold. Robert Service's Cabin is here, and the Indian village of Moosehide. Here too are beautiful gardens—Mrs. George

Black, Member of Parliament for the Yukon, is the great living authority on the flowers of this territory.

Some are not content with so brief a journey to the North, and continue onwards by the Yukon River Circle Tour, swinging round to Fairbanks up the Tenana and over the Alaska Railroad to Seward. Others again go North to stay. But that is another story.

In this way tourists to the North may visit Mount McKinley National Park, the mountain itself being 20,300 feet above sea-level, and may visit Kenai Lake, Placer River Canyon and Spencer Glacier.

Oldest Cabin in Dawson
© R. D.



Robert Service's Cabin,
Dawson
© R. D.



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FAST FREIGHT SERVICE provided by **Empress, Duchess, Mont** liners and **Beaver** cargo ships.

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THE CANADIAN PACIFIC RAILWAY (comprising 21,235 miles of operated and controlled lines) reaches from the Atlantic to the Pacific, across Canada and into the United States. The main line, Montreal to Vancouver, 2,886 miles, passes through the heart of the famous Canadian Rockies, with their crowning jewels of Banff, Lake Louise and Emerald Lake, unsurpassed as vacation resorts. Modern and comfortable trans-continental and local passenger train services link the important cities, industrial sections, agricultural regions and holiday resorts. Fast and efficient freight service. Convenient coastal and inland steamship services. Builds and operates own sleeping, dining and parlor cars.

ALASKA—Frequent service by Canadian Pacific "Princess" liners from Vancouver (connections from Victoria and Seattle) to Skagway and return via the "Inside Passage".

GREAT LAKES—Canadian Pacific inland steamships sail semi-weekly during the summer months between Port McNicoll and Fort William via an attractive lake and river route. Summer cruises from Owen Sound.

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Regular sailings between Vancouver, Victoria and Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong, Manila, provide convenient passenger and freight schedules.

DIRECT EXPRESS ROUTE TO ORIENT . . . swift sister ships, **Empress of Asia** and **Empress of Russia** . . . Yokohama in 10 days flat!

VIA HONOLULU . . . The mighty **Empress of Japan** and her running mate, **Empress of Canada**, make Honolulu in 5 days, Yokohama in just 8 days more.

SOUTH SEAS . . . Canadian Australasian liners ply between Vancouver, Victoria and Honolulu, Fiji, New Zealand, Australia.

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ANNUAL WORLD CRUISE on the famous **Empress of Britain**, perfectly timed to see world-renowned beauty spots at their best . . . Other attractive cruises to West Indies. **INDEPENDENT ROUND-THE-WORLD TOURS**, choice of over 200 itineraries . . . 178 offices maintained throughout the world to assist **CANADIAN PACIFIC** patrons.

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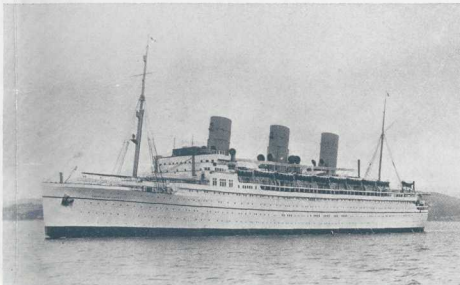
COMMUNICATIONS AND EXPRESS . . . owned and operated by the **CANADIAN PACIFIC** . . . trans-Canada service . . . world-wide connections . . . travellers' cheques—good the world over.



Empress of Britain and Chateau Frontenac Hotel, Quebec



Canadian Pacific Transcontinental Train near Banff

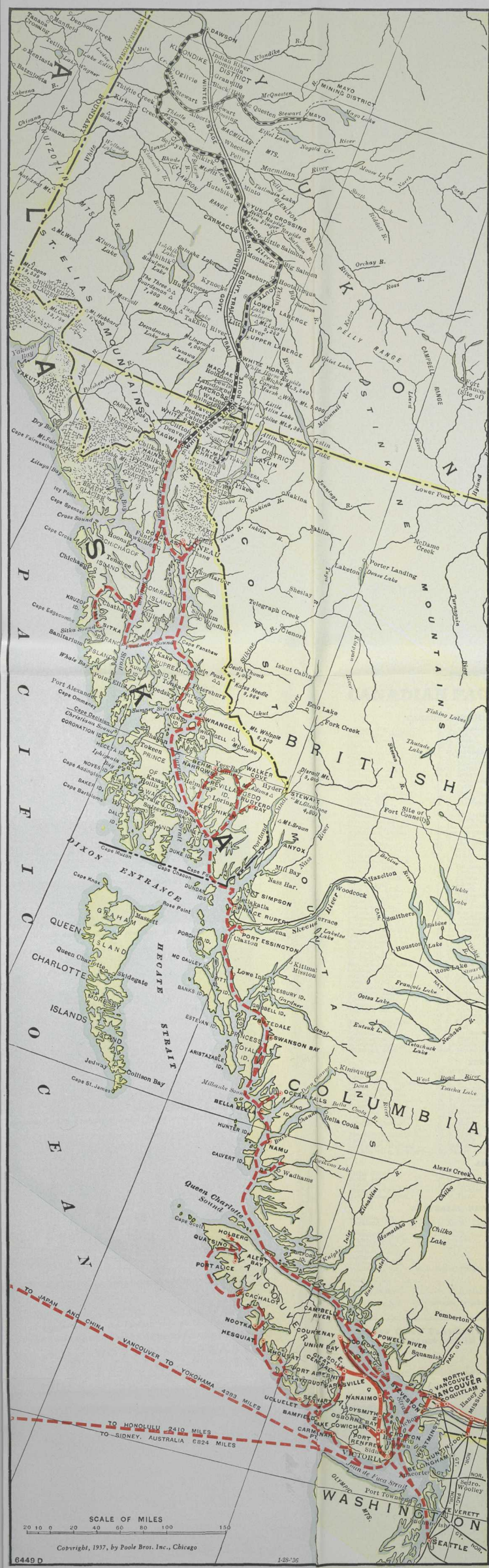


Empress of Japan—Largest and Fastest Ship on the Pacific

CANADIAN



PACIFIC • WORLD'S GREATEST TRAVEL SYSTEM



VICTORIA—Capital City of British Columbia. Parliament Buildings, Provincial Museum, Butchart Gardens. Naval Station and Observatory at Esquimalt. Empress Hotel.

VANCOUVER—Canada's great port on the Pacific at the mouth of the Fraser River. Lumbering, fishing, canning, mining, manufacturing and trading centre. Immense shipping to Honolulu, the Orient, Australia and New Zealand. Stanley Park. Hotel Vancouver.

NANAIMO—An old Hudson's Bay Company's Fort. Coal mines.

POWELL RIVER—Paper mills.

ALERT BAY—Indian village on Cormorant Island separated from Vancouver Island by Johnstone Strait. Notable for its street of totem poles, some of which have been transferred to Stanley Park, Vancouver.

OCEAN FALLS—near the mouth of Dean Channel—reached by Alexander Mackenzie on his Overland passage across Canada in 1793. The site of an important paper manufacturing plant.

BUTEDALE—on Princess Royal Island: Salmon canning and fish oil production plant.

PRINCE RUPERT—port near the mouth of the Skeena River with population of about 6,350. An important fishing centre with large cold storage plants. Here also is a large floating dry dock. Close by on Digby Island is the Canadian Government wireless station, and a little further north is Port Simpson, celebrated in the annals of the Hudson's Bay Company. Prince Rupert has interesting fur stores.

PORT SIMPSON—Site of the original Fort Simpson built by the Hudson's Bay Company in 1834.

KETCHIKAN—The southernmost town in Alaska, well equipped with canneries and cold storage plants. Centre of platinum, gold, silver and lead mines. Curio stores and totem poles. Salmon jump the waterfall on Ketchikan Creek in the late summer months.

BEHM CANAL (on the route of the cruise)—with Eddystone Rock, a pinnacle 250 feet, rising sheer from the sea.

RUDYERD BAY—with the picturesque "Punch Bowl."

WRANGELL—near the mouth of the Stikine River, which is navigable 180 miles to Telegraph Creek, outfitting point for the Cassian big game hunting fields. Totem poles and curio stores. Named after Baron Wrangell, Russian Governor of Alaska, in 1830. At the north of Wrangell Narrows is Petersburg, formerly a Russian settlement.

TAKU GLACIER—at the head of Taku Inlet, dropping sheer into the sea—100 feet thick, a mile wide and ninety miles long.

JUNEAU—Capital of Alaska with population of over 4,000. Fascinating Museum and experimental salmon hatchery. Fur and Curio stores. Close to Mendenhall Glacier and Gold Creek basin. Gold crushing plants.

SITKA (Cruise only) on Baranof Island—formerly capital of Alaska under Russian regime. Russian St. Michael's Cathedral founded 1848. Sheldon Jackson Indian Industrial School. National Park.

LYNN CANAL—Spectacular fjord 80 miles long, 1 to 5 miles broad. Ice wall of Davidson Glacier on the West.

SKAGWAY—At the head of Lynn Canal. Southern terminal of White Pass and Yukon Railway. Rich in memories of Gold Rush days and the Trail of '98—Beautiful flower gardens. Fishing. Trips to West Taku Arm and Lake Bennett—Miles Canyon and White Horse Rapids. Or on to Yukon and the Klondike.

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Banff, Alta. (Summer)	E. Officer	Canadian Pacific Station
Boston, Mass.	L. R. Hart	405 Boylston St.
Buffalo, N.Y.	W. P. Wass	22 Court Street
Calgary, Alta.	J. W. Dawson	Canadian Pacific Station
Chicago, Ill.	T. J. Wall	71 East Jackson Blvd.
Cincinnati, Ohio	A. D. Macdonald	201 Dixie Terminal Bldg.
Cleveland, Ohio	G. H. Griffin	1010 Chester Ave.
Dallas, Texas	P. G. Jefferson	1212 Kirby Bldg.
Detroit, Mich.	M. E. Malone	1231 Washington Blvd.
Edmonton, Alta.	C. S. Fyfe	Canadian Pacific Building
Fort William, Ont.	H. J. Skynner	108 South May St.
Guelph, Ont.	W. C. Tully	30 Wyndham St.
Halifax, N.S.	A. C. Macdonald	413 Barrington St.
Hamilton, Ont.	A. Craig	4 King Street West
Honolulu, T. H.	Theo. H. Davies & Co.	
Juneau, Alaska	V. W. Mulvihill	
Kansas City, Mo.	R. G. Norris	201-2 Waldheim Bldg.
Ketchikan, Alaska	Edgar Anderson	
Kingston, Ont.	J. H. Welch	180 Wellington St.
London, Ont.	H. J. McCallum	417 Richmond St.
Los Angeles, Cal.	W. McIlroy	621 South Grand Ave.
Milwaukee, Wis.	J. A. Millington	1014 Warner Theatre Bldg.
Minneapolis, Minn.	H. M. Tait	611 2nd Ave. South
Montreal, Que.	P. E. Gingras	Windsor Station
	F. C. Lydon	201 St. James St. W.
Moose Jaw, Sask.	T. L. Colton	Canadian Pacific Station
Nelson, B.C.	N. J. Lowes	Baker and Ward Sts.
New York, N.Y.	J. E. Roach	Madison Ave. at 44th St.
North Bay, Ont.	R. Y. Danlaud	87 Main Street West
Ottawa, Ont.	J. A. McGill	83 Sparks St.
Peterboro, Ont.	T. G. M. Jamieson	343 George St.
Philadelphia, Pa.	E. A. Kenney	1500 Locust St.
Pittsburgh, Pa.	W. N. McKendry	Koppers Bldg., 444 7th Ave.
Portland, Ore.	W. H. Deacon	626 S.W. Broadway
Prince Rupert, B.C.	W. L. Coates	
Quebec, Que.	C. A. Langevin	Palais Station
Regina, Sask.	J. C. Pike	Canadian Pacific Station
Saint John, N.B.	H. C. James	40 King St.
St. Louis, Mo.	G. P. Carbrey	418 Locust St.
St. Paul, Minn.	W. H. Lennon	Fourth and Cedar
San Francisco, Cal.	S. E. Corbin	152 Geary St.
Saskatoon, Sask.	R. G. West	115 Second Ave.
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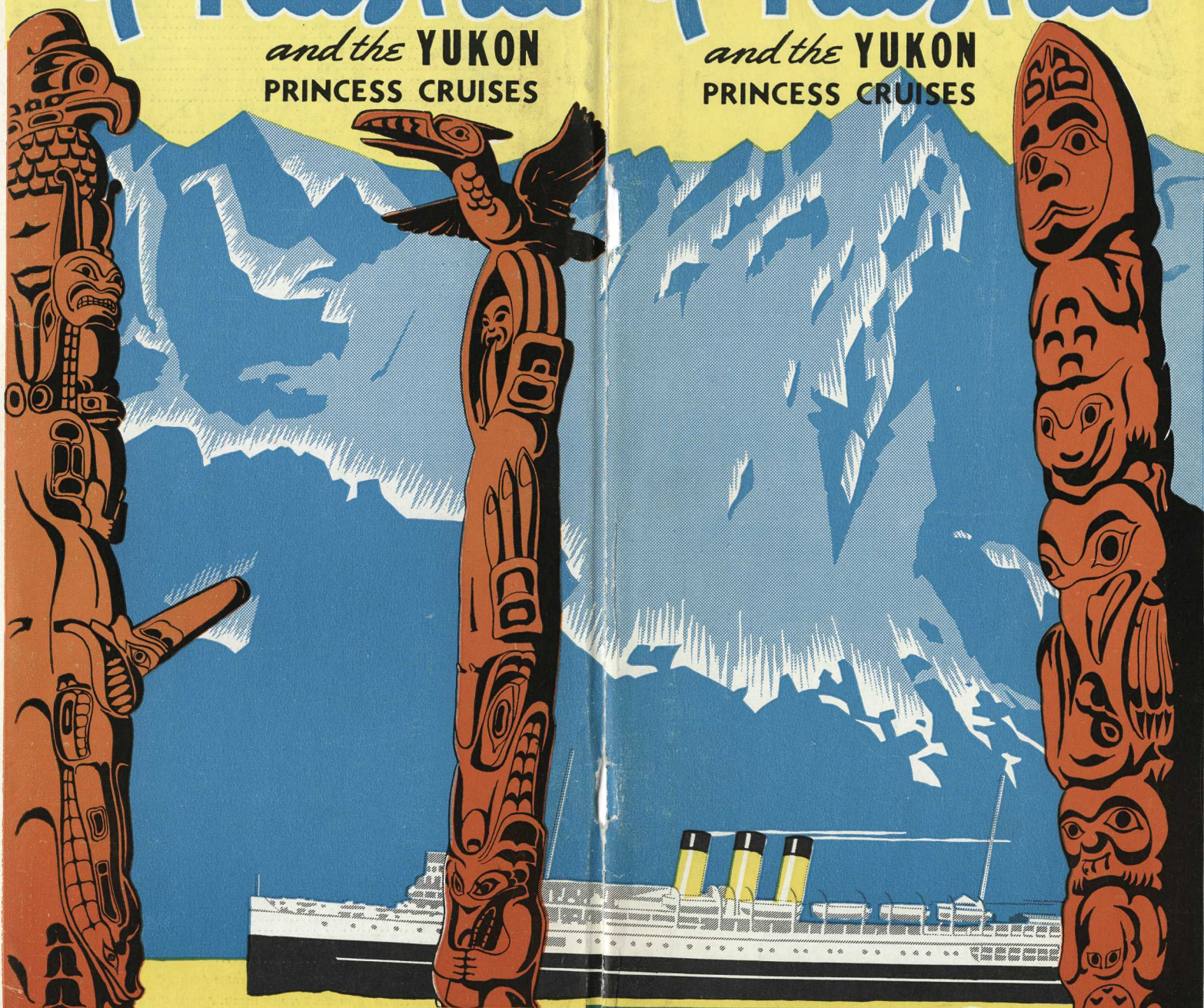
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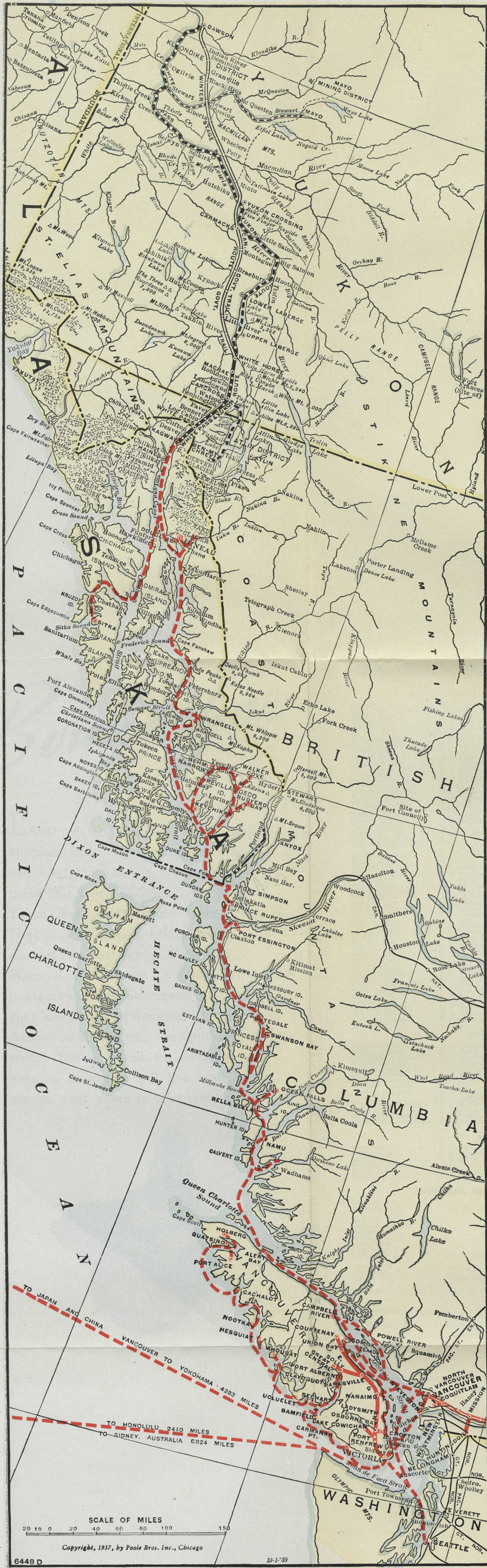
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VICTORIA—Capital City of British Columbia. Parliament Buildings. Provincial Museum. Butchart Gardens. Naval Station and Observatory at Esquimalt. Empress Hotel.

VANCOUVER—Canada's great port on the Pacific near the mouth of the Fraser River. Lumbering, fishing, canning, mining, manufacturing and trading centre. Immense shipping to Honolulu, the Orient, Australia and New Zealand. Stanley Park. Hotel Vancouver.

NANAIMO—An old Hudson's Bay Company's Fort. Coal mines.

POWELL RIVER—Paper mills.

ALERT BAY—Indian village on Cormorant Island separated from Vancouver Island by Johnstone Strait. Notable for its street of totem poles, some of which have been transferred to Stanley Park, Vancouver.

OCEAN FALLS—near the mouth of Dean Channel—reached by Alexander Mackenzie on his Overland passage across Canada in 1793. The site of an important paper manufacturing plant.

BUTEDALE—on Princess Royal Island: Salmon canning and fish oil production plant.

PRINCE RUPERT—port near the mouth of the Skeena River with population of about 6,350. An important fishing centre with large cold storage plants. Here also is a large floating dry dock. Close by on Digby Island is the Canadian Government wireless station, and a little further north is Port Simpson, celebrated in the annals of the Hudson's Bay Company. Prince Rupert has interesting fur stores.

PORT SIMPSON—Site of the original Fort Simpson built by the Hudson's Bay Company in 1834.

KETCHIKAN—The southernmost town in Alaska, well equipped with canneries and cold storage plants. Centre of platinum, gold, silver and lead mines. Curio stores and totem poles. Salmon jump the waterfall on Ketchikan Creek in the late summer months.

BEHM CANAL (on the route of the cruise)—with Eddystone Rock, a pinnacle 250 feet, rising sheer from the sea.

RUDYERD BAY—with the picturesque "Punch Bowl."

WRANGELL—near the mouth of the Stikine River, which is navigable 180 miles to Telegraph Creek, outfitting point for the Cassiar big game hunting fields. Totem poles and curio stores. Named after Baron Wrangell, Russian Governor of Alaska, in 1830. At the north of Wrangell Narrows is Petersburg, formerly a Russian settlement.

TAKU GLACIER—at the head of Taku Inlet, dropping sheer into the sea—100 feet thick, a mile wide and ninety miles long.

JUNEAU—Capital of Alaska with population of over 4,000. Fascinating Museum and experimental salmon hatchery. Fur and Curio stores. Close to Mendenhall Glacier and Gold Creek basin. Gold crushing plants.

SITKA (Cruises only) on Baranof Island—formerly capital of Alaska under Russian regime. Russian St. Michael's Cathedral founded 1848. Sheldon Jackson Indian Industrial School. National Park.

LYNN CANAL—Spectacular fjord 80 miles long, 1 to 5 miles broad. Ice wall of Davidson Glacier on the West.

SKAGWAY—At the head of Lynn Canal. Southern terminal of White Pass and Yukon Route. Rich in memories of Gold Rush days and the Trail of '98—Beautiful flower gardens. Fishing. Trips to West Taku Arm and Lake Bennett—Miles Canyon and White Horse Rapids. Or on to Yukon and the Klondike.

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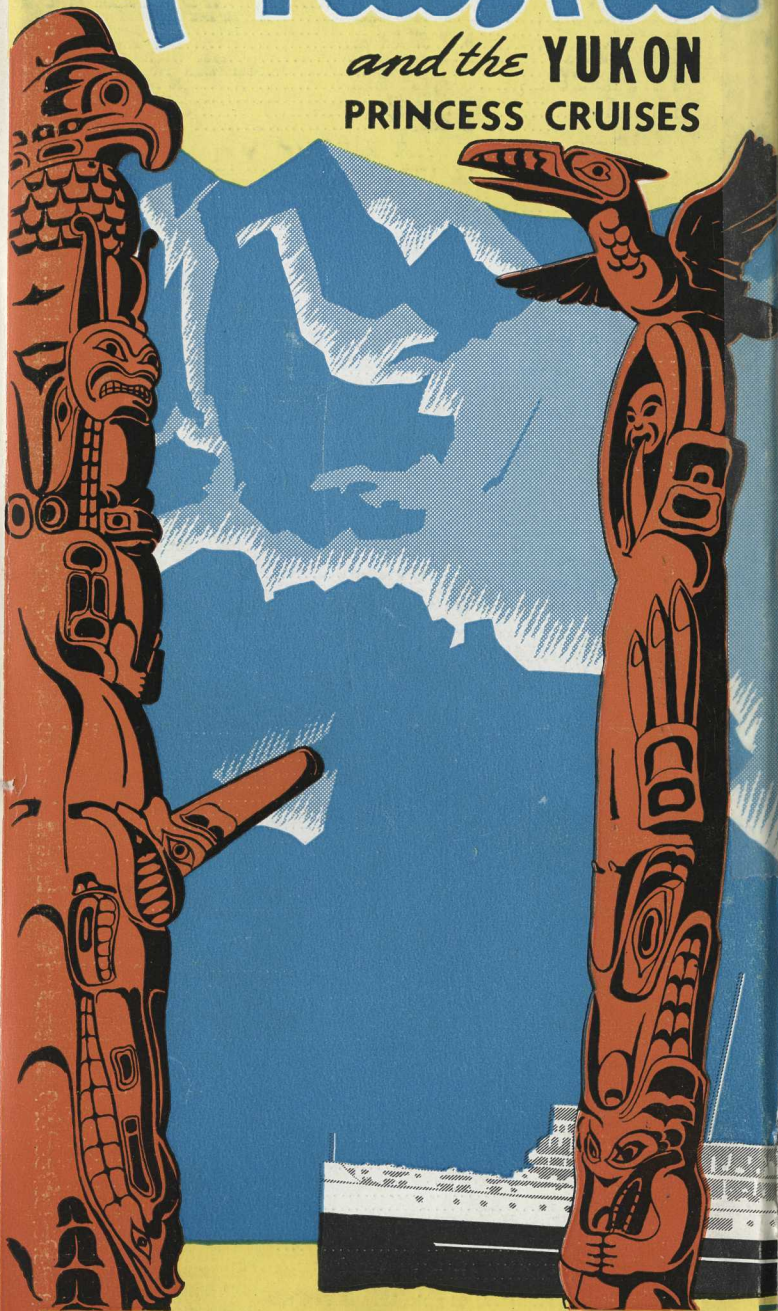
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Alaska

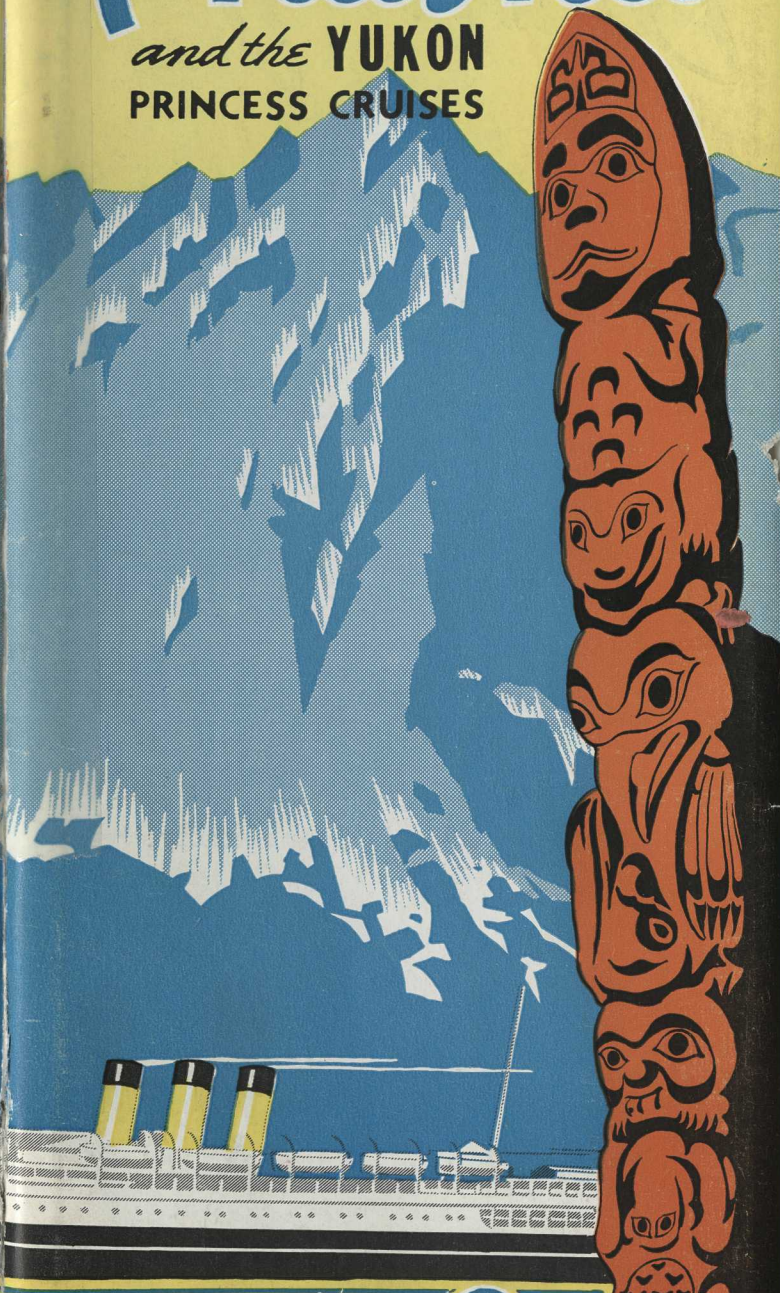
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Alaska

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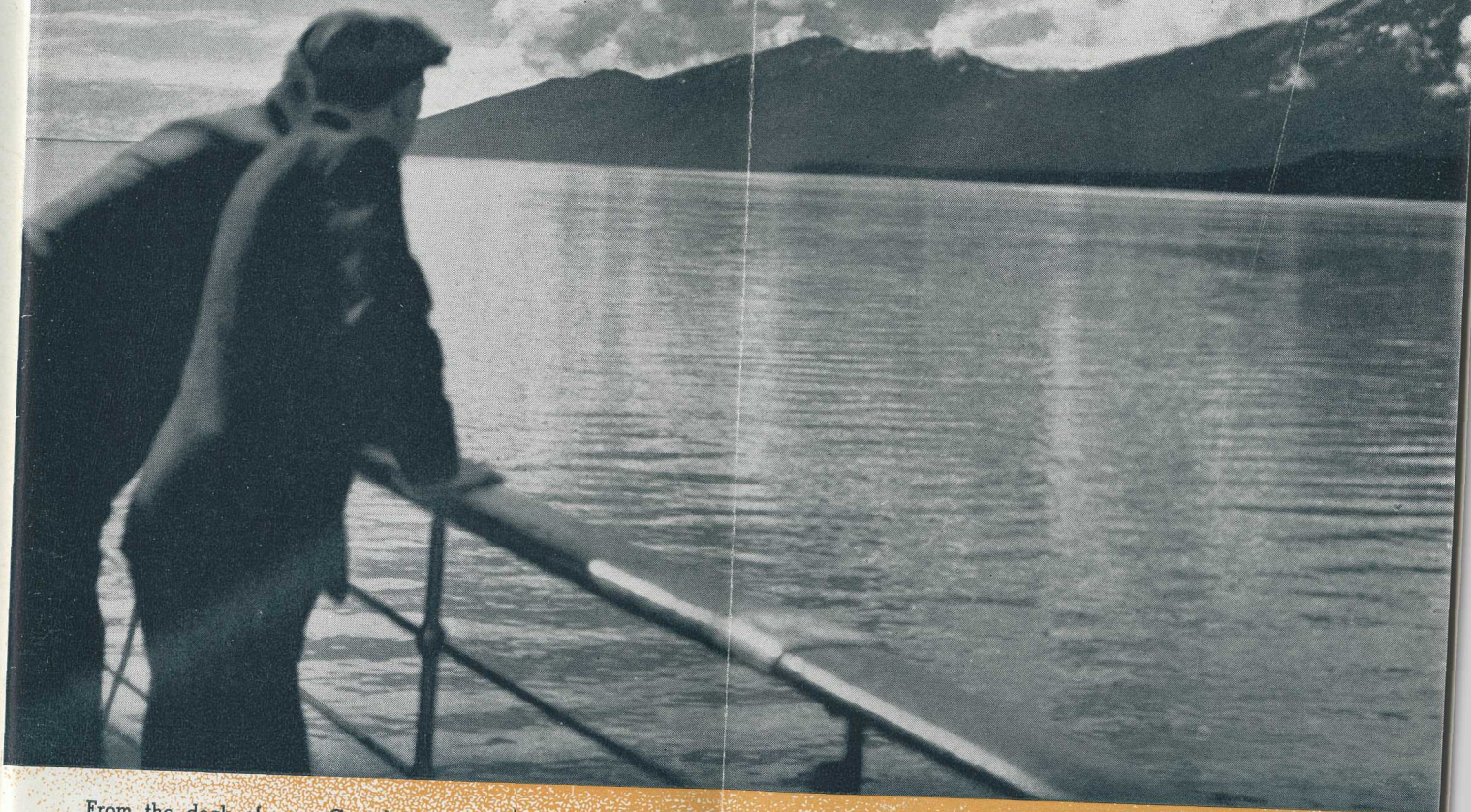
Bound for

LAND of the Northern Lights and Midnight Sun . . . of magnificent furs and loyal "huskies" . . . weird totem poles and ivory carvings . . . of the Yukon River and historic Gold Rush Trail . . . Indians . . . fishing boats . . . glaciers . . . Alert Bay . . . Ketchikan . . . Wrangell . . . Juneau . . . Skagway—this, lucky cruise passengers, is Alaska, your last frontier of romantic adventure! Answer its ageless call—enjoy its magic spell. You're bound for adventure—vacation days that will live with you always, ever green in your memory!



Alaska and the Yukon

THE LAST FRONTIER OF ROMANTIC ADVENTURE



From the deck of your Canadian Pacific *Princess* liner, the glories of Alaskan scenery pass in procession before you. You'll thrill to the beauty of the spruce-clad, snow-crowned mountains, awesome glaciers and the inland seas dotted with Indian fishing boats. You'll want to linger longer at seaport towns, with their totem poles and enormous ivory carvings. Your first sight of the kindly, loyal Alaskan "huskies" will stir

your blood, as will the magnificent furs for which this country is famous. And then, by a railway connecting with your cruise, you may follow the Gold Rush Trail of '98 and the magic of the Yukon River! This land of Northern Lights and Midnight Sun is yours to enjoy. Let your voyage of discovery take you up the sheltered, picturesque Inside Passage aboard a smart Canadian Pacific *Princess* liner.



The charming ivy-clad Empress Hotel



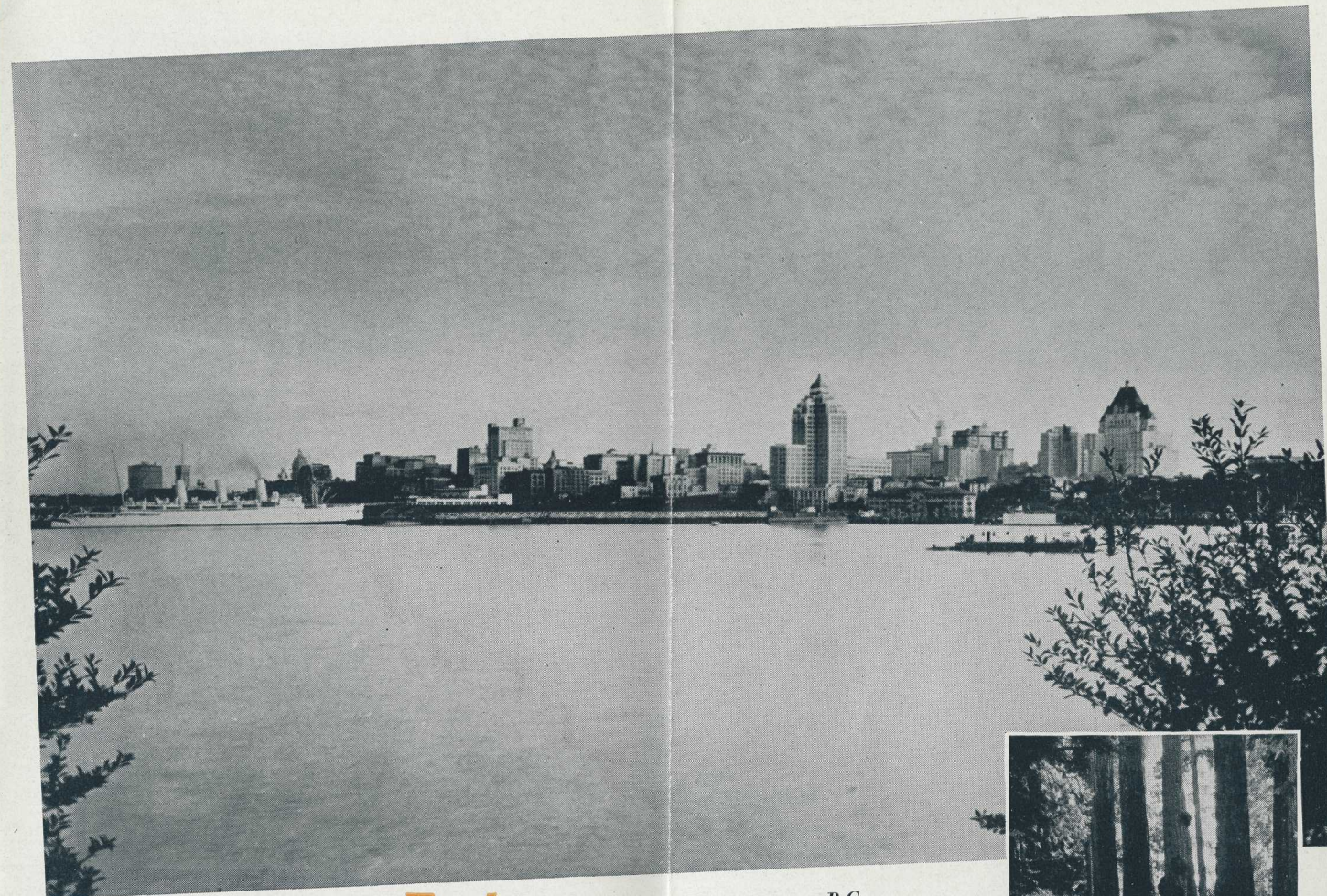
A corner in
Butchart's
Gardens,
Victoria

© A. S. N.

VICTORIA the evergreen playground

Vancouver and Victoria are the Canadian Pacific ports, linked up with Seattle by the Triangle Service of Princess liners.

VICTORIA, Capital of British Columbia, is a city of gardens with a quiet English character that appeals strongly to American visitors. The handsome Parliament Buildings include an interesting Museum illustrating the life and handicrafts of the Coast Indians. The social centre is the Empress Hotel, ivy-clad and set out with flower beds making a blaze of color. Near Victoria are the celebrated Butchart's Gardens, in which an old quarry has been transformed into a paradise of bloom. Lovely motor drives take you to the Dominion Astrophysical Observatory or along the

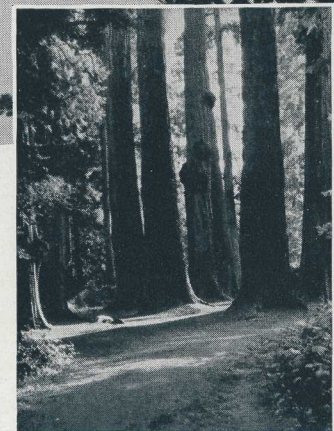


Harbour and City of Vancouver, B.C.

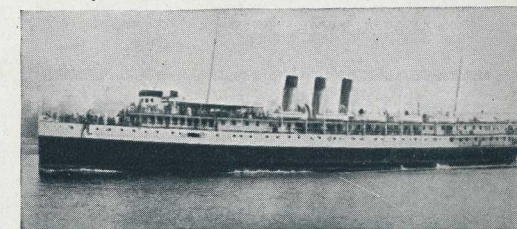
and VANCOUVER Canada's gateway to the Pacific

Malahat Drive with its superb views of fjord and shore line and distant mountains, or farther still through groves of giant Douglas fir to Alberni. Golf is here the game of games. Victoria owes much of its charm to its balmy climate.

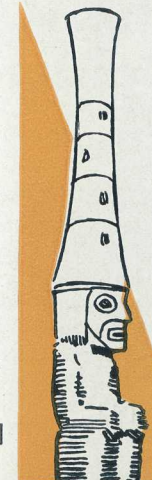
VANCOUVER is Canada's commercial metropolis on the Pacific Coast, with a superb harbour in a beautiful setting of mountain background. The sub-tropical virgin forest has been retained in Stanley Park, Vancouver's city playground of 1,000 acres. Nearby are Capilano, Lynn and Seymour Canyons, Grouse Mountain, and Indian River Park with many attractive seashore summer resorts. From Grouse Mountain one looks over a great city to the Fraser River and the Gulf of Georgia. Port for busy lumber and mining industries, Vancouver harbour is a hive of industry. This is a university city, and has fine residential districts such as Shaughnessy Heights.



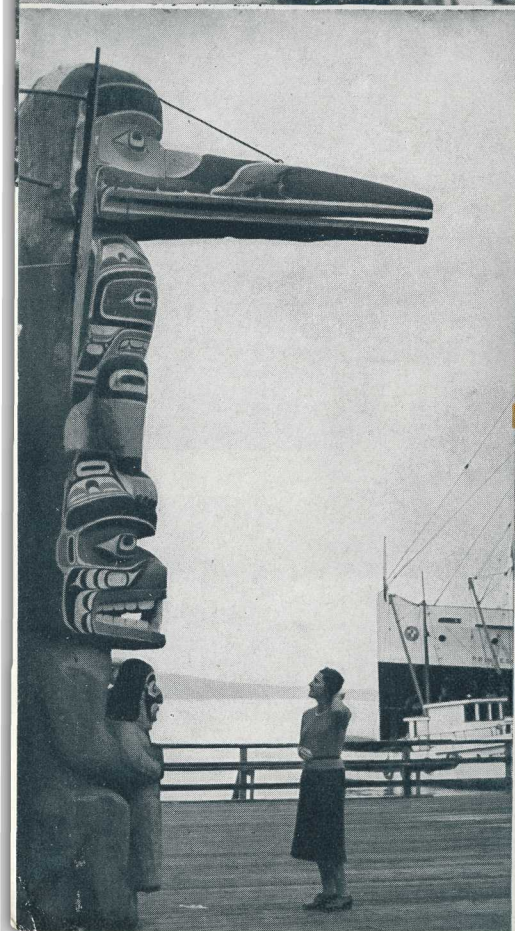
Big trees,
Stanley Park



A "Princess" liner



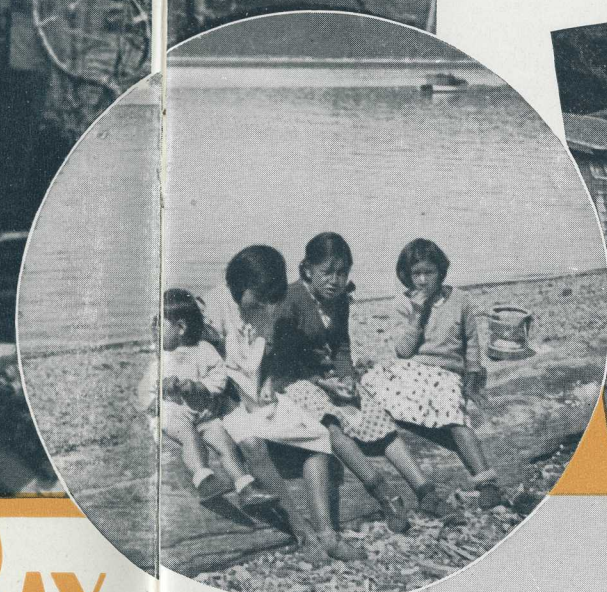
and ALASKA..



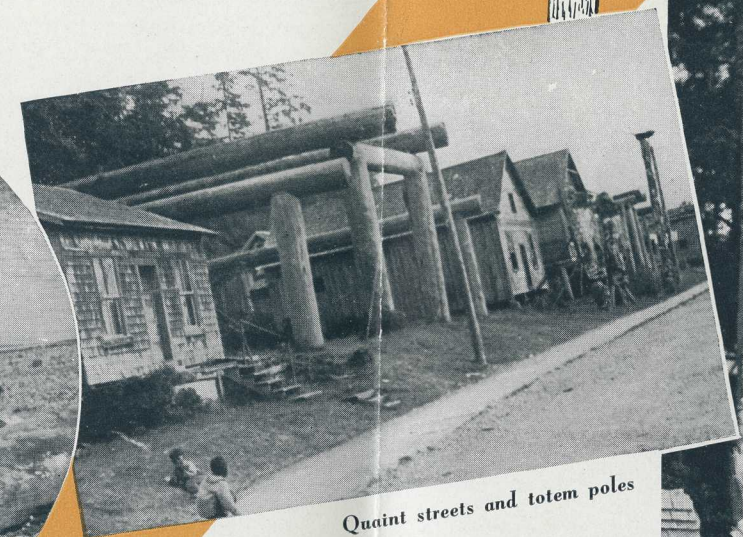
totem poles beckon a picturesque welcome to . . . **ALERT BAY**

ALERT BAY on Cormorant Island off the East Coast of Vancouver Island is the first port of call on the cruise to Alaska. Here you are on the southern frontier of Totem Pole Land, which extends North along the Pacific Coast as far as Wrangell. Turn to the left from the quay on which you land and you find these colorful heraldic emblems lining the street, while other totem poles decorate the cemetery, which you soon reach if you turn to the right. Great logs mark the pillars and framework of an old Indian communal lodge. This is the tribal capital of thirteen Coast Indian communities, whose

[4]



West Coast Indian Children



Quaint streets and totem poles



Alert Bay greets a "Princess"

a living..romantic museum of ancient Indian lore is your first port of call

main activities consist of fishing. The native children are picturesque and of happy disposition. The totems are not idols, but represent animal spirits friendly to the clan—the particular friend of the Alert Bay Indian being the Raven.

Leaving Alert Bay you cross Queen Charlotte Sound from Johnstone Straits and then enter the archipelago of islands along the Pacific Coast of British Columbia.



Each totem has a meaning

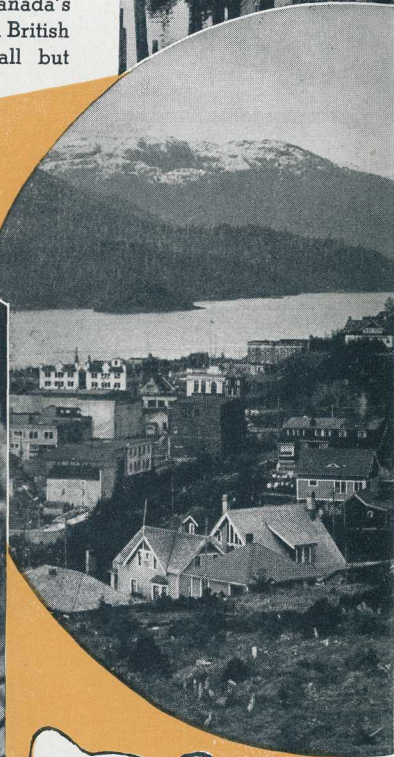
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PRINCE RUPERT KETCHIKAN

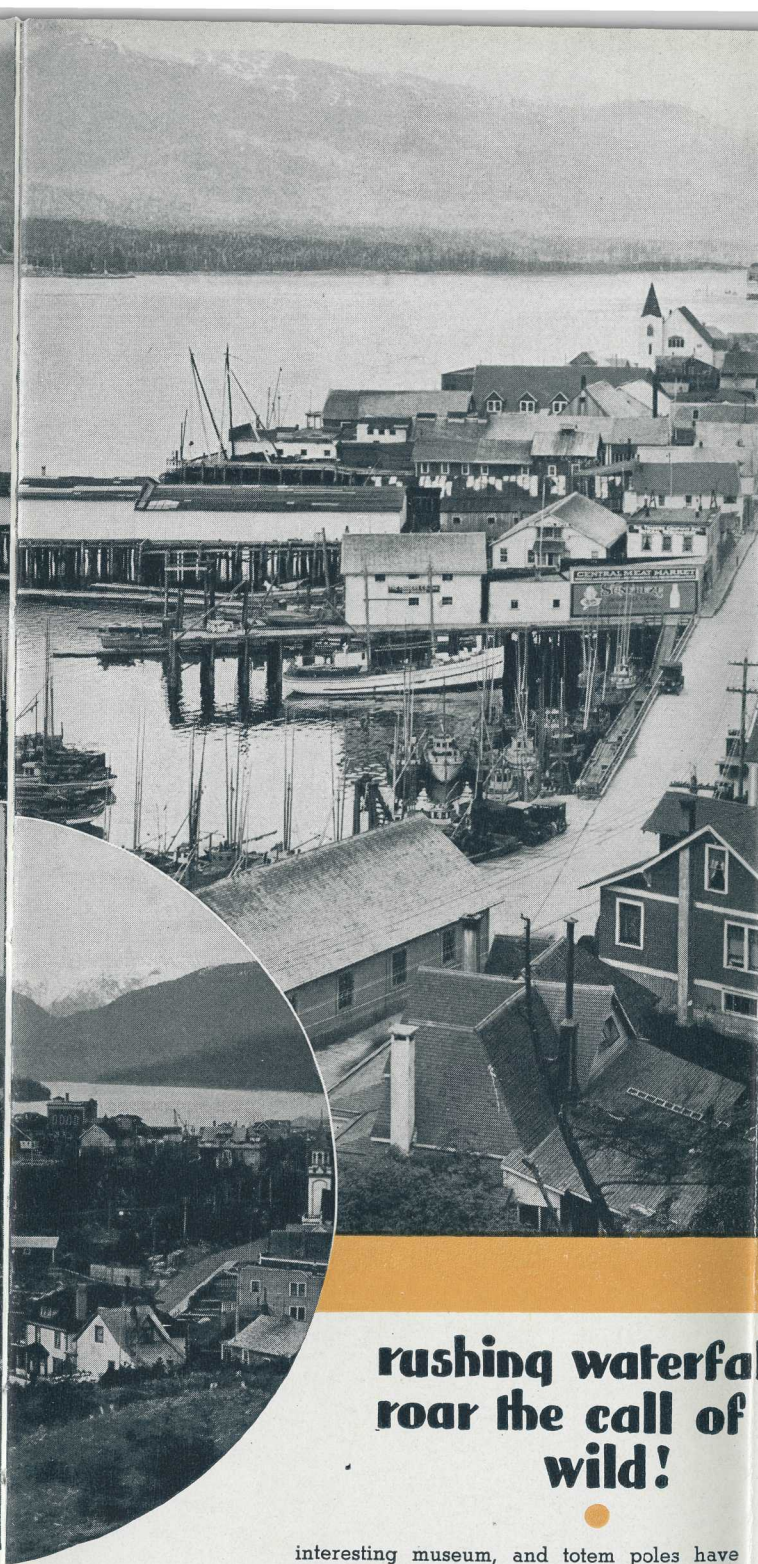
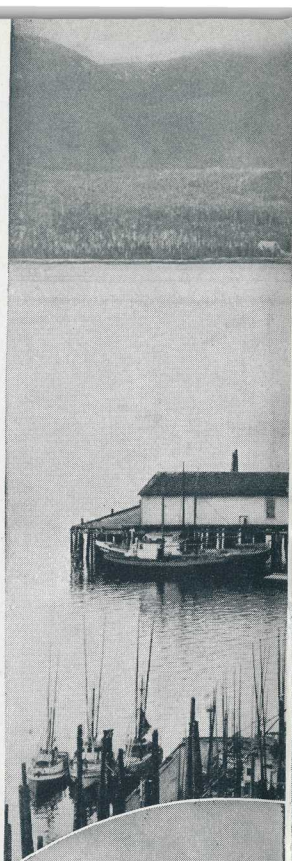
**daylight lingers longer
and majestic peaks
glow with flaming
hues!**

PRINCE RUPERT and KETCHIKAN are the ports of call on the following day on the regular northbound course of the Princess liners. Many million dollars have been spent in building Prince Rupert from a village on stilts into a substantial town, market and harbour for a large fishing industry—Canada's largest settlement in Northern British Columbia. Here is a small but

Chief Johnson's
famous totem pole
© R. D.
[6]

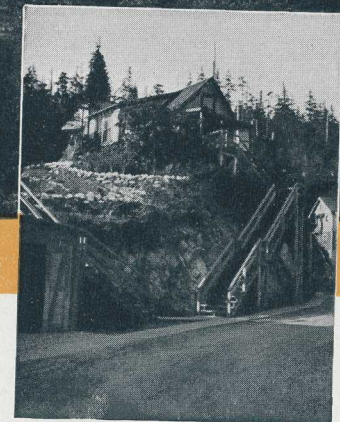


Prince Rupert,
British
Columbia



**rushing waterfalls
roar the call of the
wild!**

interesting museum, and totem poles have been saved for erection on dominant sites. North of Prince Rupert we pass Port Simpson, an old Hudson's Bay Company trading post, to enter the first port of Alaska at Ketchikan. In addition to being an important fishing centre, Ketchikan is the rallying ground of the Metlakatla,



A Far-North "penthouse"

Ketchikan, Alaska
© A. S. N.

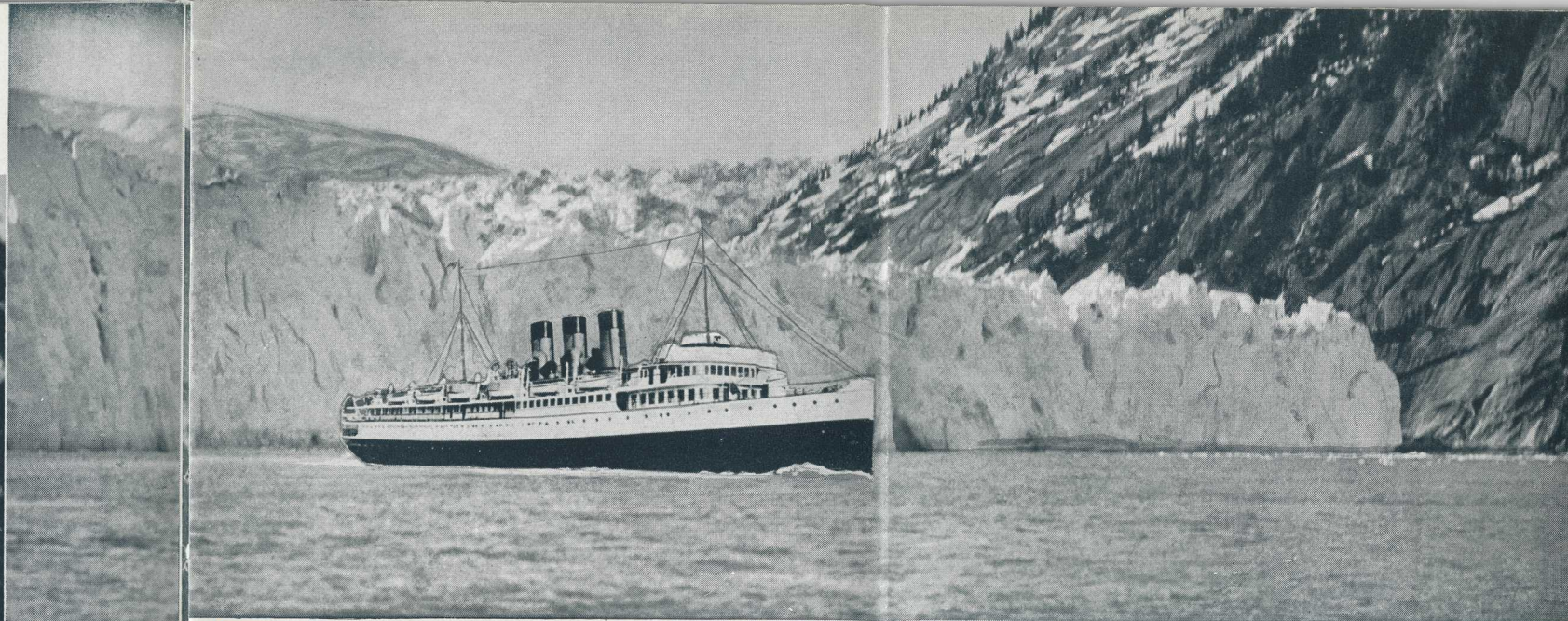
Thlinget and Haida Indians. Three notable totem poles—Kyan's Totem, Johnson's Totem and the Captain Cook Totem, the latter surmounted by a stovepipe hat, attract the visitor. Not far from the quay is a stream where in season the salmon can be seen leaping the falls. If there is time, walk up one of the stairways that climb the hill back of the Ketchikan School Building which commands a fine view.



WRANGELL *and...*



The Wrangell Narrows



"Princess" liner paying a visit to Taku Glacier

TAKU *Glacier*

the lure of an ancient trading post..unmatched brilliance of the "Ice-Giant"

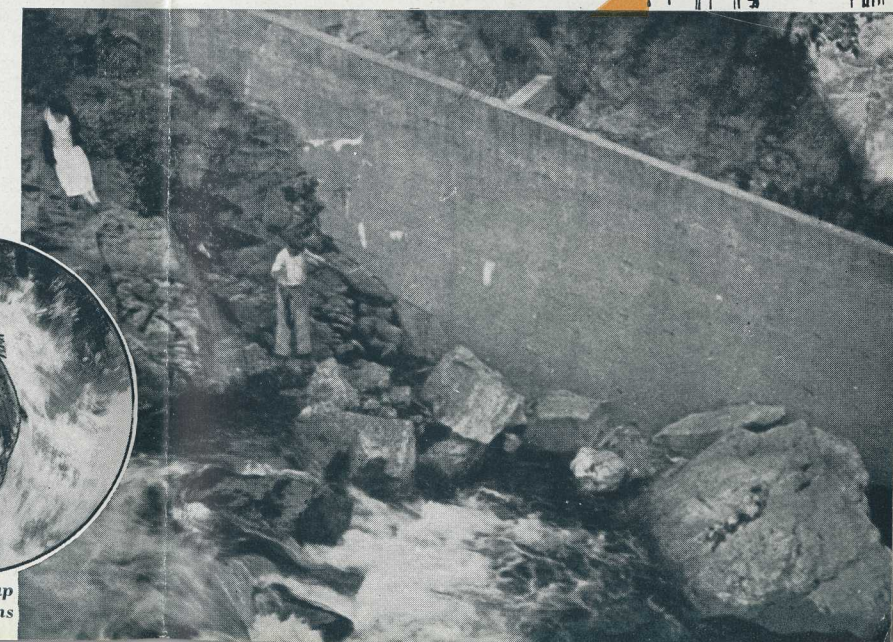
Russian rule over the North Pacific is recalled in the name of Wrangell, so designated from a former Russian Governor, Baron Wrangell. Gateway to the Cassiar and the Stikine River, Wrangell at one time hoped to benefit by the gold rush to the Yukon, and still is the point of landing for big game hunting parties. Opposite the dock is the interesting Goonyah Totem, and visitors will find much of interest in Chief Shakes' house, with a notable grizzly bear mask among its curios. Passing through Wrangell Narrows, the Princess liner comes within view of many glaciers, and at Taku Inlet pays a visit, at a respectful distance, to Taku Glacier, which breaks off as it touches the sea water, leaving sheer cliffs of blue-green ice. Bergs are continually drift-

ing off shore, and icefloes swing past our steamship. No more thrilling spectacle can be imagined than that of this huge mile-wide and ninety-miles-long, frozen-vet-living, river—suggestive of a majestic force held in leash by Nature. The opalescent surface of the water and the fringe of dark forest on the slopes verging on the glacier accentuate the luminous sapphire and emerald facets of the rampart of Taku's ice cliffs. Here indeed one begins to feel something of the mystery and grandeur of the North.



[9]

Mighty fish leap up these Northern streams





Alaska's Capital City teems with native art and Far East treasures

JUNEAU

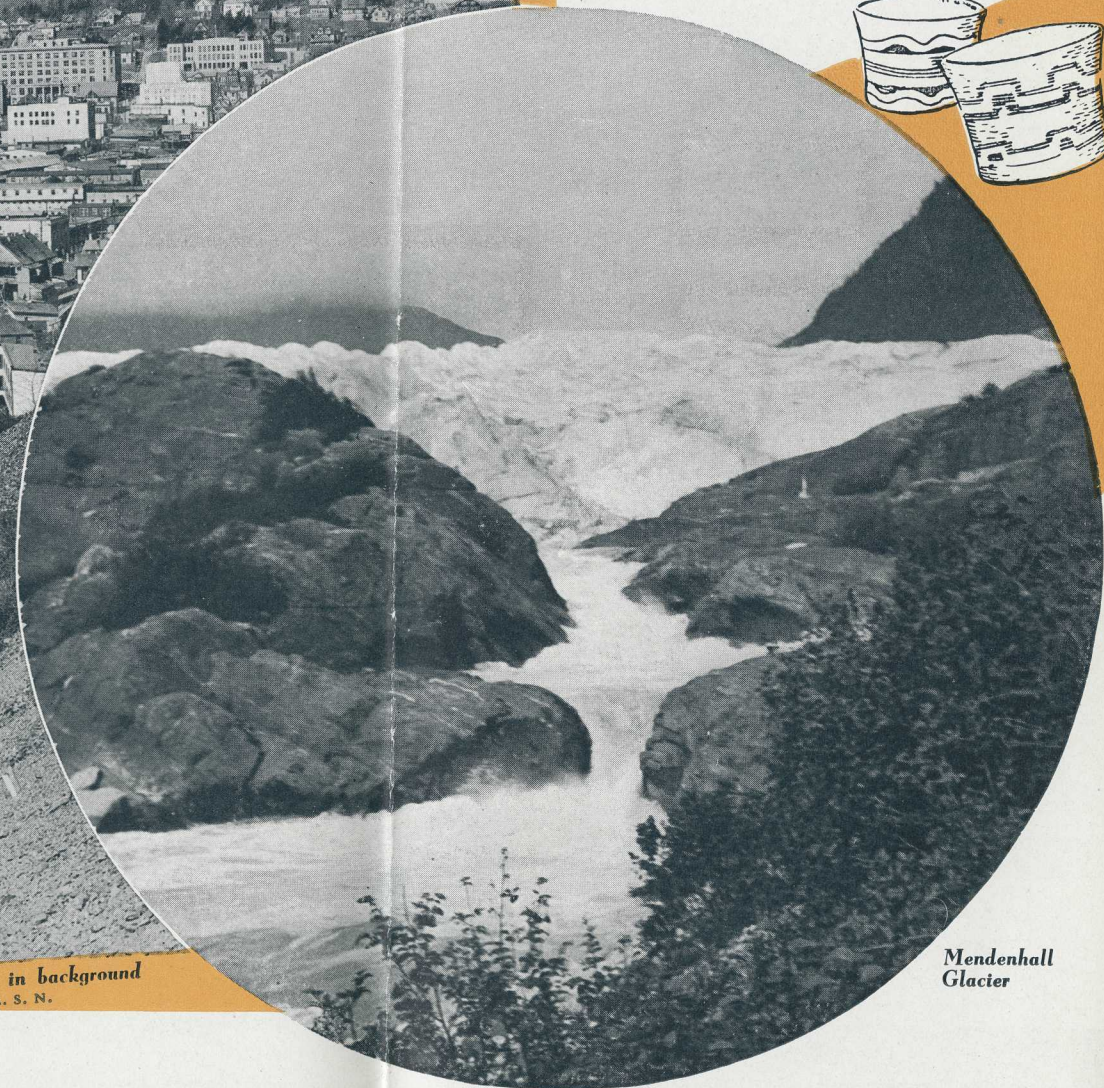
JUNEAU, our next port of call, is the Capital of Alaska, and epitomizes the history, romance, culture and industry of that vast territory. Perched on the lower slopes of a mountain, it owes its birth and growth to gold mines such as the Glory Hole of the Treadwell, though other industries have come along to add stability. If time permits, the visitor should not omit a trip to the Mendenhall Glacier, where the mysterious action of a frozen river can be studied at close quarters. Here one can see a huge cave out of which pours the underground river of the moraine. The bus that takes you to the Glacier returns by way of lovely Auk Lake, following a road fringed with countless wild flowers. The Museum at Juneau has fascinating relics of Russian and even Chinese civilization in Alaska, as well as notable specimens of Esquimaux and Coast Indian handicraft. Lectures are given at convenient hours. There are sightseeing aeroplanes available at Juneau for those who desire a rapid bird's-eye view of this romantically beautiful country. Gold Creek Basin, a short hike from the city, is the site of



Juneau, with Mount Juneau in background
© A. S. N.

good roads and "Gold Rush" landmarks

In addition to its political importance, Juneau is a busy industrial and commercial centre, serving as a distributing point for the surrounding territory. There are churches



Mendenhall
Glacier

Joe Juneau's and Dick Haines' first gold strike. Launches will take you to Thane and Douglas, sites of the low-grade gold-crushing plants. The fur and curio stores should not be overlooked, as they provide the opportunity of picking up curios and works of native craft.

of many denominations, including the Pro-Cathedral of the Episcopal diocese of Alaska. Greek Catholics, Roman Catholics, Methodists, Presbyterians and Lutherans are among others represented. The educational facilities are good, for this is essentially a home town.

Nearby Petersburg
© A. S. N.



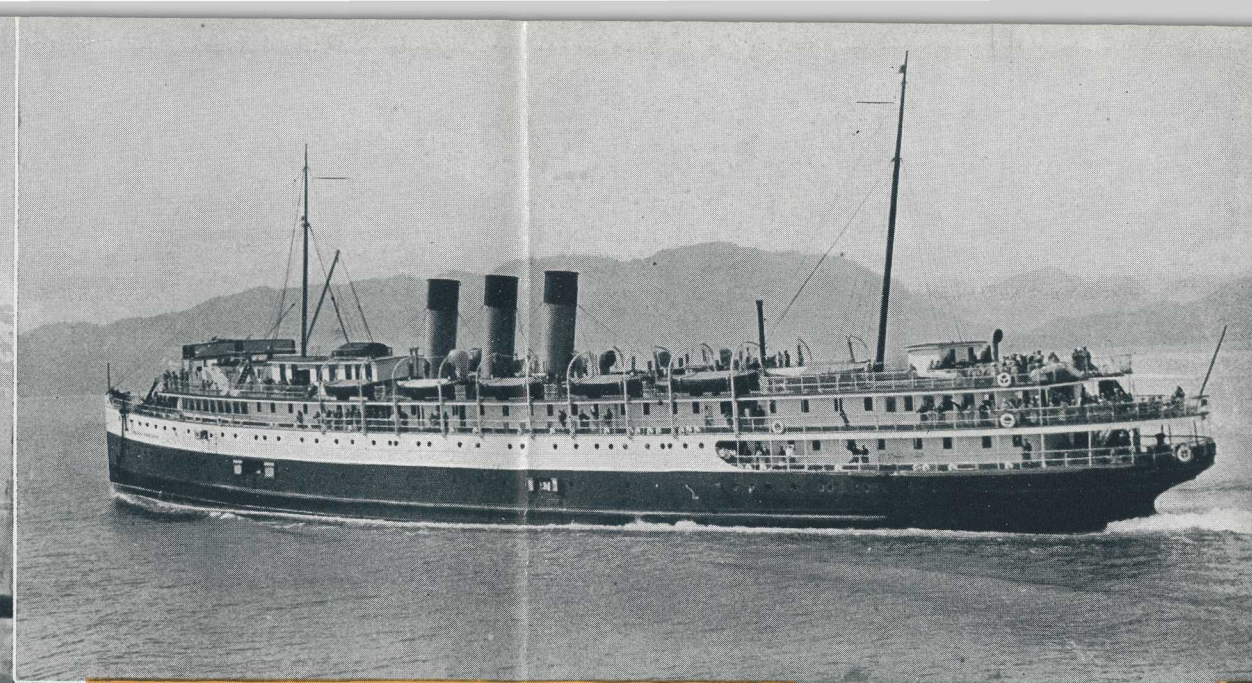
enjoy ocean cruise luxuries on the sheltered Inside Passage **ABOARD SHIP**

● The Canadian Pacific maintains a year-round steamship service to Alaska, and during the summer months assigns to this service three of the finest of its Princess liners, all of which are large, modern vessels of the most comfortable, sea-going type. They are oil-burners, and equipped with wireless telegraphy.

The staterooms are comfortable, cozy, well-ventilated, and designed to accommodate only two passengers per stateroom. On each ship there

are a few de luxe rooms with private bath-rooms, and also some with sofa berths.

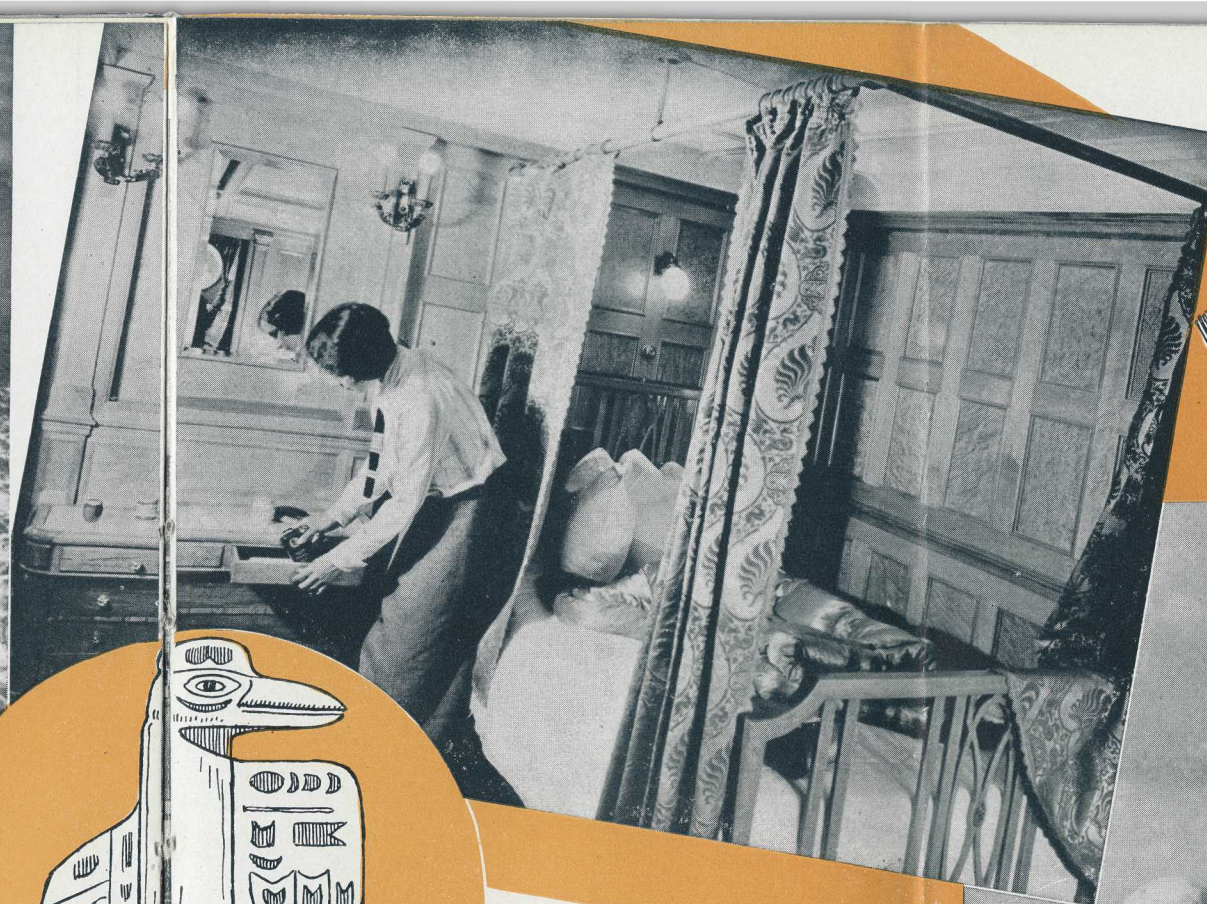
All liners have large community rooms, dining saloons, observation rooms, lounges, smoking rooms, and spacious dance floors. They are well proportioned and charmingly furnished. Delicious food, tastefully prepared, with menus remarkable for their variety, contribute to the distinction of Canadian Pacific's Alaska Service. In addition to breakfast, luncheon and dinner, light refreshments are served in the dining saloon at night.



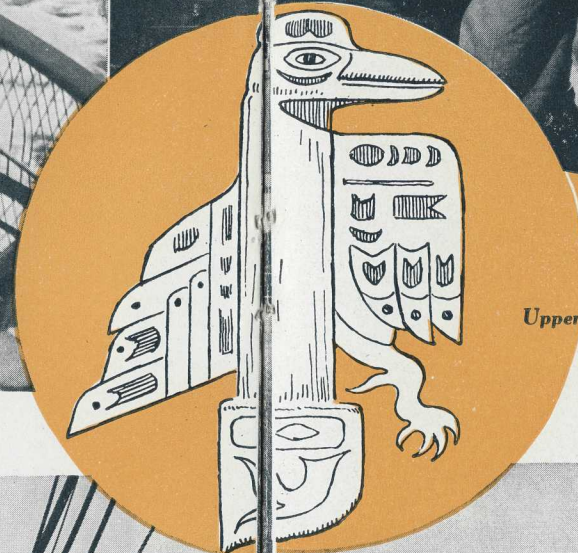
© A. S. N. "Princess Charlotte"



Happy hours of deck sports © A. S. N.



master of ceremonies holds sway, arranges entertainment, makes certain that you enjoy yourself. Every tourist travels first class. Everyone has the opportunity to know everyone else . . . very much after the style of a house party!



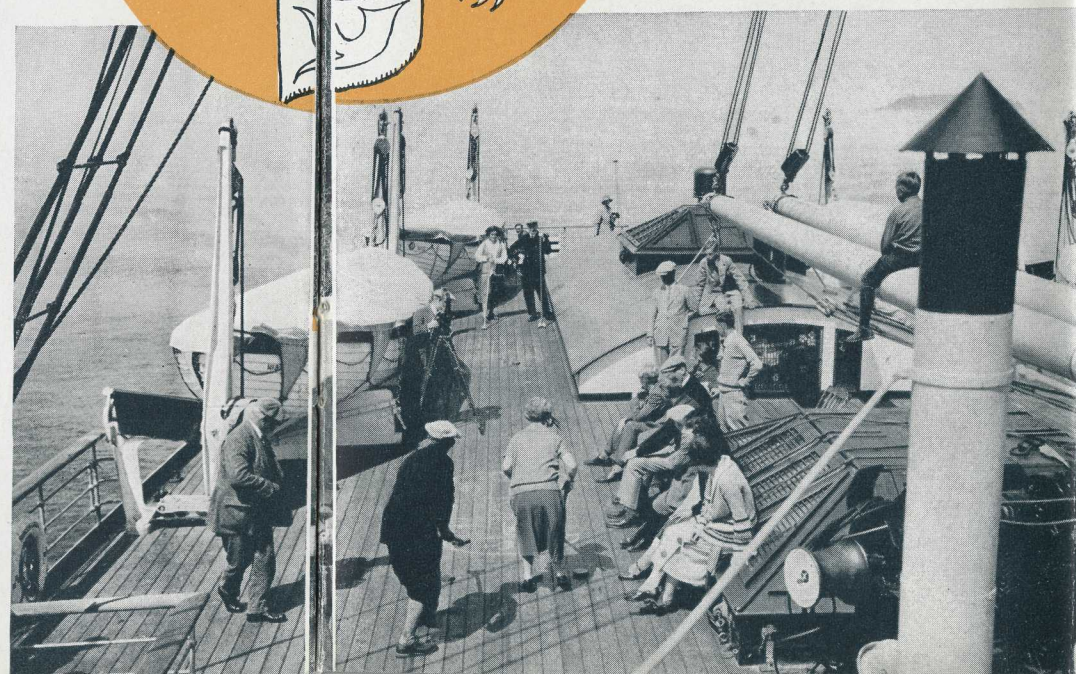
Upper—Spacious staterooms

Right—Congenial companions © R. D.

Lower—Sunny deck sports

Princess decks are sunny sailing verandas for fun afloat

The "Princess Charlotte" is 330 feet long, with berthing capacity for 232 persons. The "Princess Louise" is 317 feet long, with berthing capacity for 210 persons. The "Princess Alice" is 289 feet long, with berthing capacity for 206 persons. There's an excellent orchestra aboard to provide inspired dance-music under the twilights of near-midnight sunsets. Last night out there's a Masquerade Ball . . . no ordinary affair when you consider that the merry throng have been under the constant spell of happy adventure. That glorious, carefree fun should reign supreme on such a night, in such a setting, is inevitable. Over the whole scene an experienced

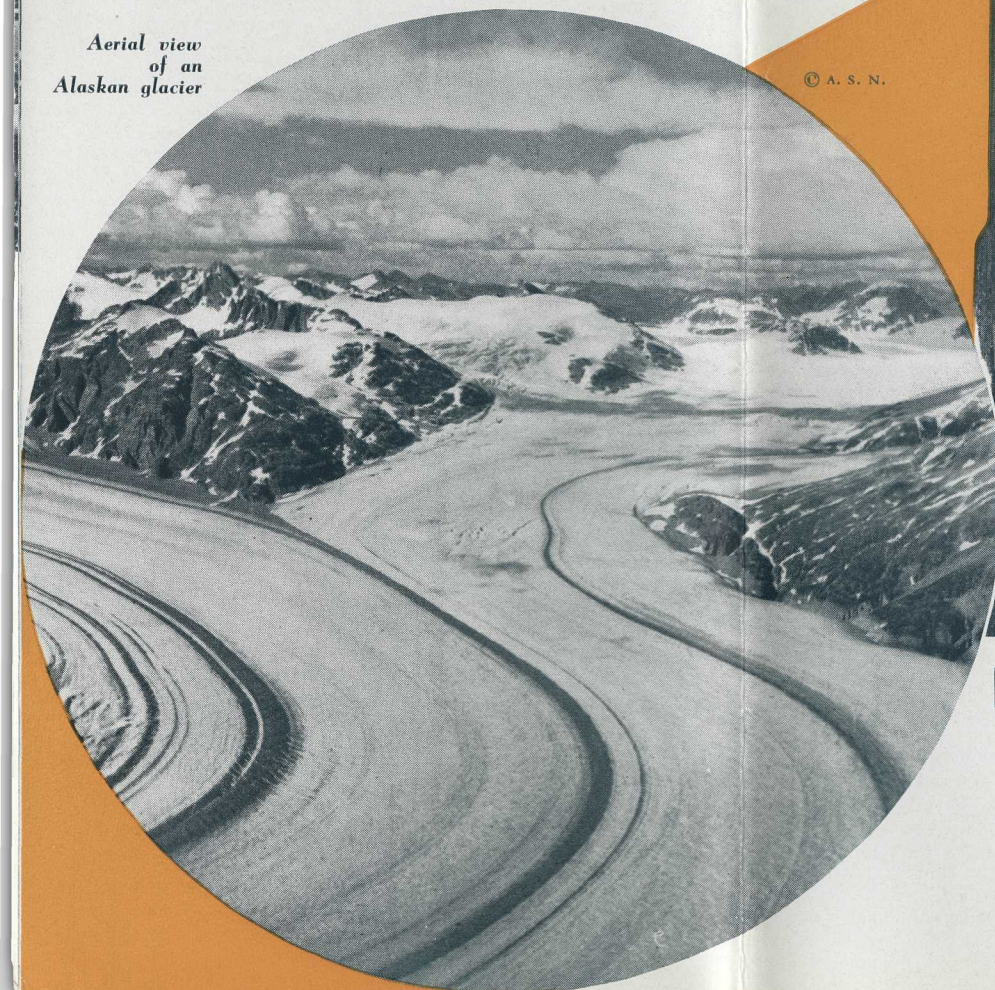


the summer sun seldom sets
on the silvery waters of

The LYNN CANAL

The last lap of our Northbound voyage is through the wildly beautiful fjord named the Lynn Canal, in memory of a lieutenant who served under the explorer, Captain Cook. Together with Chatham Straits, of which it is an extension, the Lynn Canal is one of the deepest and longest "faults" in the geology of the Pacific Coast. The mountains on either side rise from 4,000 to 6,000 feet above sea level, and show near their tops traces of ancient glaciers.

Aerial view
of an
Alaskan glacier



© A. S. N.

International Boundary Yukon and Alaska

Actual Glaciers are seen on the Western side—Davidson, Rainbow, Garrison and Bertha—all offshoots from the great Muir Glacier. Shortly before we reach

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a peaceful panorama . . . amid roaring waterfalls cliffs and canyons

Skagway, Haines is seen on the left—the gateway to the Porcupine mining region. Chilkoot or Chilkat, source of the celebrated Chilkat blankets made from

the hair of the mountain goat, is also on the left. Here was the landing stage for the historic Chilkoot Pass of Gold Rush days.

Aerial view of the Lynn Canal

© R. D.

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Skagway, on the Lynn Canal
© A. S. N.



"Soapy Smith's Skull" painted on rock near
Skagway

blossoms so huge.. so brilliant they call it the city of flowers

SKAGWAY

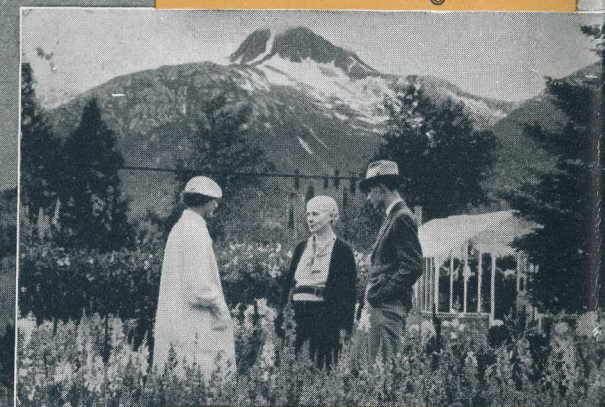
SKAGWAY is our Northern terminal port—celebrated in the Trail of '98—once the notorious stronghold of Soapy Smith and his outfit, and now more pleasantly associated with a beautiful flower garden. Here, if you do not wish to go inland before the return cruise to Vancouver, you can arrange to stay on board the liner while she is in port or go to a local hotel, enjoying pleasant rambles in the vicinity or short ex-

cursions by launch. Fortune Bay, Smuggler's Cove or the Great Denver Glacier are within hiking distance. Old timers at Skagway can entrance you with stories of Gold Rush days, and others can expatiate on the wild and garden flowers which grow so luxuriantly in Northern sunshine. And always there is the view looking down the Lynn Canal, one of the most spectacular in North America.



Insert . .
Main St.,
Skagway

Historic Church at
Lake Bennett
© R. D.



Garden at Skagway
© R. D.



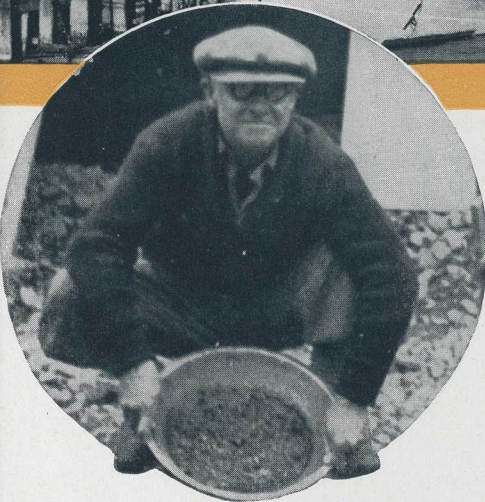
Alaskan
flowers rival
tropic blooms



Indian curios are popular with tourists
© R. D.



Carcross, Yukon Territory



A worthwhile "pan"

INLAND from Skagway where the lure of the "Gold Rush" lingers!

The White Pass and Yukon Railroad takes us in comfortable observation cars over a mountain track which engineers blasted, mostly through solid rock, to reach the plateau from which the Yukon River draws its tributary sources. From the car window you can see patches of the trail up which toiled the first prospectors, and at Dead Horse Gulch you read the moving memorial tablet to the pack animals that perished by the way. At the International Boundary, Canadian and American flags wave side by side, and the red-coated "Mountie" takes charge of law and order, for now you are in the Yukon. Bennett, with its shell of a log church, is the halting place for luncheon and for those who wish to return on the same day to Skagway. Carcross (Caribou

Crossing) is the junction for a steamer trip down Lake Tagish to Ben-My-Chree, an exquisite garden growing at the foot of a glacier. Here one realizes that the Yukon is the home of huskies, those handsome wolfdogs who in summer are as easy-going as they are energetic in winter. At Carcross is the grave of Bishop Bompas, pioneer missionary of the North, and here a local Indian, Patsy Henderson, gives a talk from personal recollections on the discovery of Bonanza Creek and on Indian methods of trapping.

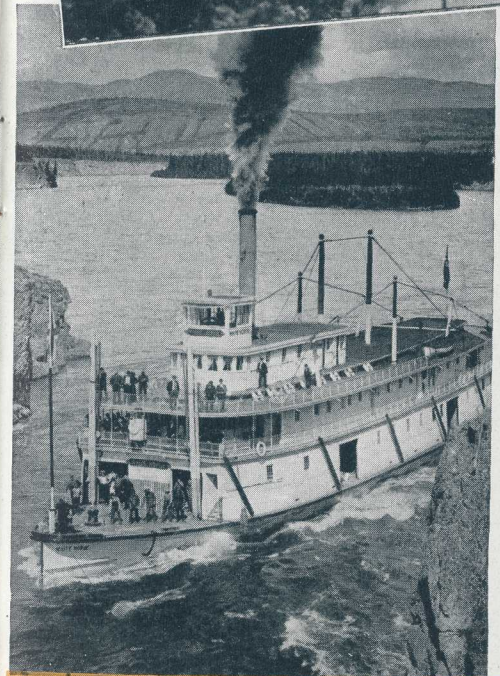


Patsy Henderson, Yukon Lecturer



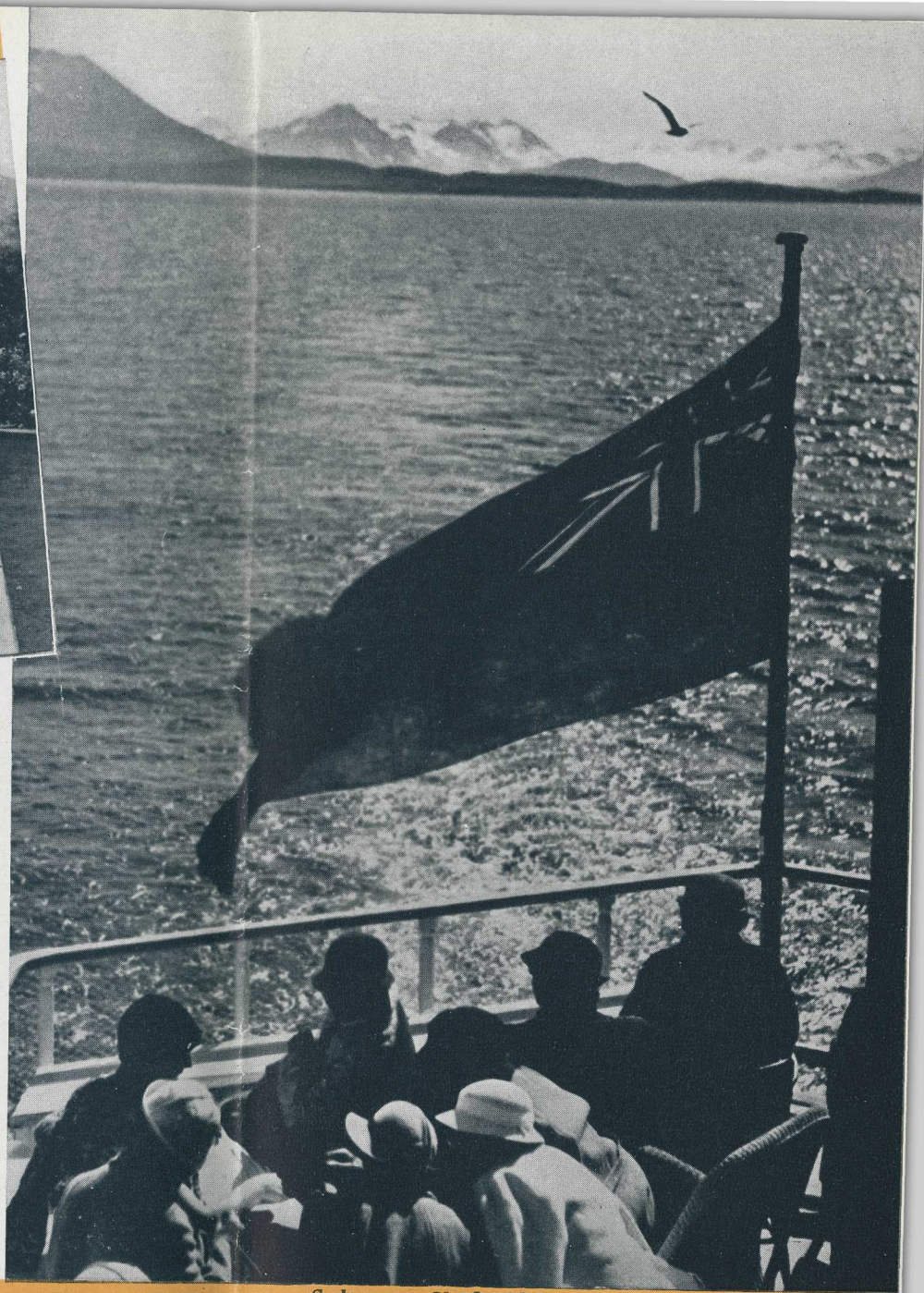
Log cabin,
Carcross

Garden at Ben-My-Chree
© DEDMAN



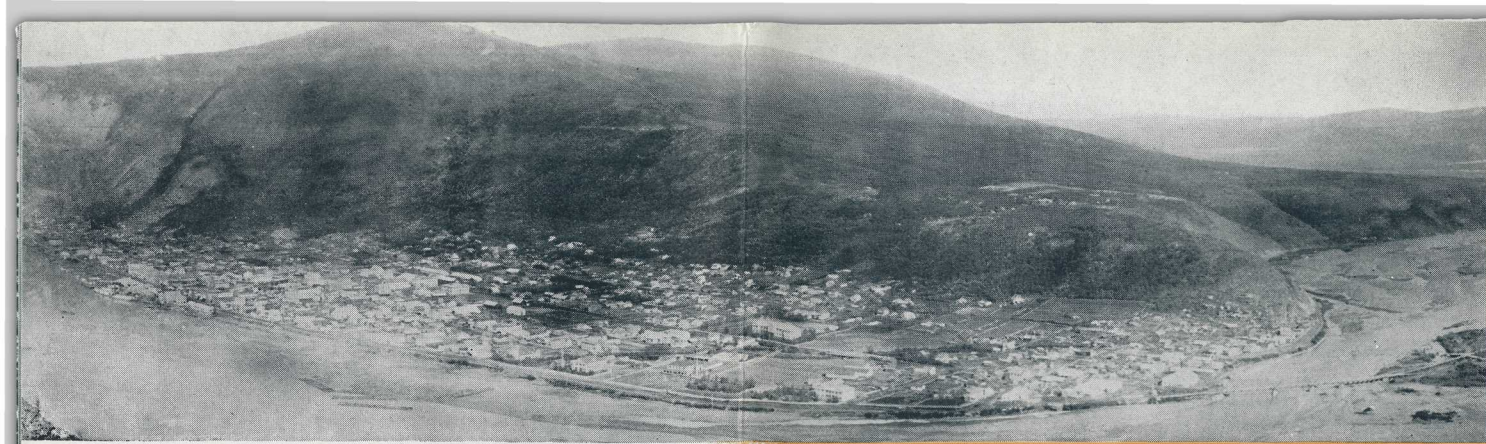
Five Finger Rapids

Whitehorse is for those who plan to take the sternwheel steamer down the Yukon to Dawson or beyond. Just before reaching Whitehorse, you get from the train a glimpse of Miles Canyon, which, as a rule, you have time to revisit by motorcar before the steamer leaves for Dawson.



Sailing on a Northern lake © R. D.

Alongside the river banks at Whitehorse are some of the pioneer sternwheelers, while newer ones may be seen under construction. For this is the head of navigation on the Yukon River. It is also an important outfitting point for big game parties who nowadays are often conveyed by aeroplane to the game-lands of the interior.



Panorama of Dawson City
© Sheelor Photo.

The KLONDIKE

an old stronghold of dauntless pioneers

Famed in fact and fiction, the Klondike now lies open before you. Go by sturdy sternwheeler from Whitehorse to Dawson—two days downstream, four days to return upstream. See herds of caribou swimming the river on their way to summer pasture. Enjoy the thrill of a life-time "shooting" Five Finger Rapids. Visit famed old Dawson City. See Robert Service's cabin, the Indian village of

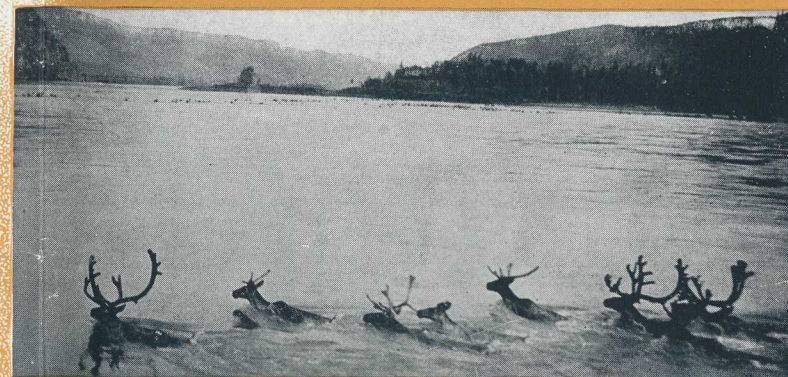
Moosehide and the beautiful gardens of Mrs. George Black, Member of Parliament for the Yukon. If the North still beckons, continue by the Yukon River Circle Tour down the Yukon and up the Tanana and over the Alaska Railroad to Seward. In this way you may visit Mount McKinley National Park, Kenai Lake, Placer River Canyon and Spencer Glacier.

Photographs in this booklet marked: (R.D.) are by R. Dauphin; (A.S.N.) by Associated Screen News Limited.

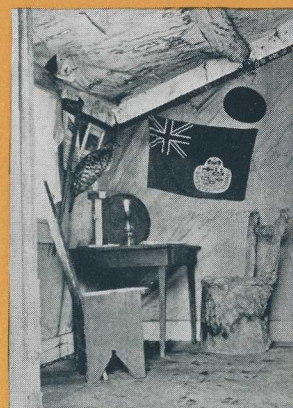
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Whitehorse—starting point of Yukon River boats



Caribou swimming the Yukon

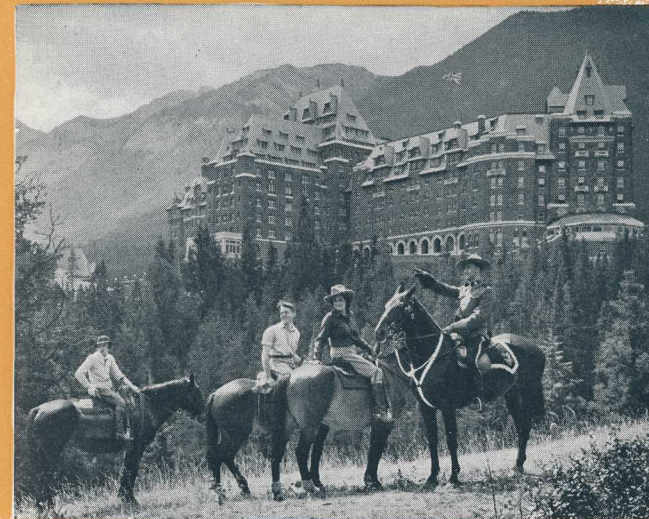


Robert Service's Cabin,
Dawson © R. D.

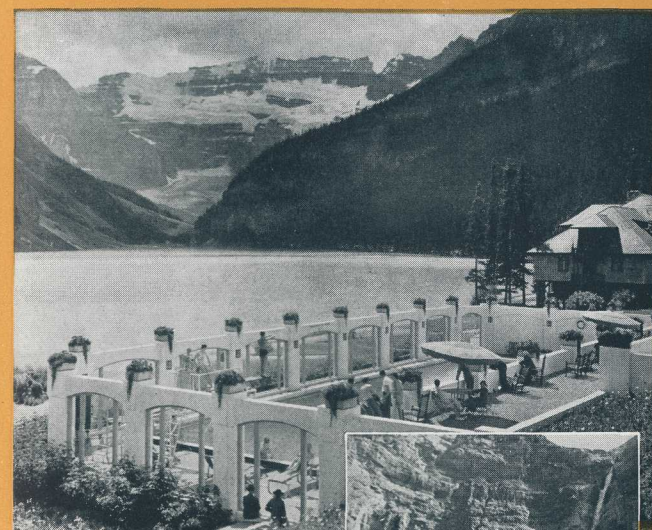


Oldest cabin in Dawson © R. D.

Enroute to or from Alaska Stop at BANFF and LAKE LOUISE in the CANADIAN ROCKIES Canada Welcomes U.S. Citizens . . . No Passports!

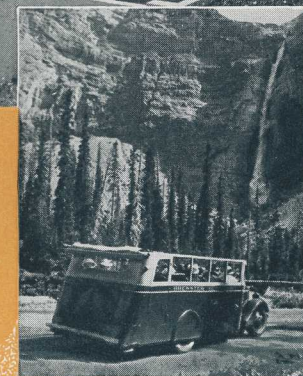


Banff Springs Hotel in Banff National Park



Chateau Lake Louise
Swimming Pool

Take the Canadian Pacific Railway through 600 miles of the Canadian Rockies with their crowning jewels of Banff, Lake Louise and Emerald Lake. They are unsurpassed as vacation resorts. Enjoy a spectacular motor tour from Lake Louise to the Columbia Icefield and return.



Comfortable Busses © A. S. N.

Your Host Across Canada CANADIAN PACIFIC HOTELS

Hotels of Beauty and Efficiency . . . Noted for Comfort, Service and Cuisine at Moderate Rates

PACIFIC COAST

Empress Hotel Victoria, B.C.

A luxurious hotel in Canada's Evergreen Playground, which, by its equable climate, is a favorite summer and winter resort. Motoring, yachting, fishing, shooting and all-year golf. Crystal Garden for swimming and music. Open all year. European Plan.

Hotel Vancouver Vancouver, B.C.

This new hotel in Vancouver is operated by the Vancouver Hotel Company on behalf of the Canadian Pacific and Canadian National Railways. Its central location and modern appointments make it deservedly popular. Open all year. European Plan.

THE ROCKIES

Emerald Lake Chalet Near Field, B.C. Altitude 4,272 feet

Situated at the foot of Mount Burgess, in picturesque Yoho National Park. Roads and trails to the Burgess Pass, Yoho Valley, etc. Boating and fishing. Open summer months. American Plan.

Chateau Lake Louise Lake Louise, Alberta Altitude 5,680 feet

Facing an exquisite Alpine lake in Banff National Park. Alpine climbing with Swiss guides, pony trips, swimming, drives or motoring, tennis, boating, fishing, in neighbouring waters. Open summer months. European Plan.

Banff Springs Hotel Banff, Alberta Altitude 4,625 feet

In the heart of Banff National Park. Alpine climbing, motoring, golf, bathing, hot sulphur springs, tennis, fishing, boating and riding. Open summer months. European Plan.

THE PRAIRIES

Hotel Palliser Calgary, Alberta

A handsome hotel of metropolitan standard. Ideal headquarters for the business man or the tourist travelling to and from the Canadian Rockies, or beyond. Open all year. European Plan.

Hotel Saskatchewan Regina, Sask. The Royal Alexandra Winnipeg, Man.

In the capital of the Province of Saskatchewan. Golf and motoring. Open all year. European Plan. A popular hotel in the capital of the Province of Manitoba and the centre of Winnipeg's social life. Open all year. European Plan.

EASTERN CANADA

Toronto, Ont.

The Royal York—The largest hotel in the British Empire. Open all year. European Plan.

Quebec, Que.

Chateau Frontenac—A metropolitan hotel in the most historic and romantic city of North America. Open all year. Port for Canadian Pacific "Empress" liners to Europe. European Plan.

McAdam, N.B.

McAdam Hotel—A commercial and sportsman's hotel. Open all year. American Plan.

St. Andrews-by-the-Sea, N.B.

The Algonquin—The social centre of New Brunswick's most popular seashore summer resort. Open summer months. American Plan.

Digby, N.S.

The Digby Pines—Nova Scotia's premier resort hotel. Golf, tennis, swimming pool. Open summer months. American Plan.

Kentville, N.S.

The Cornwallis Inn—Centre for excursions to Evangeline Land. Open all year. American Plan.

Yarmouth, N.S.

Lakeside Inn—Designed in attractive bungalow style. Golf available for hotel guests. Tuna fishing. Open summer months. American Plan.

Halifax, N.S.

Lord Nelson Hotel. Open all year. European Plan. (Operated by the Lord Nelson Hotel Co.)

Other Hotels and Lodges reached by Canadian Pacific

Yoho Valley Lodge, Field, B.C.	Devil's Gap Lodge, Kenora, Ont.
Lake Wapta Lodge, Hector, B.C.	French River Chalet-Bungalow Camp, French River, Ont.
Lake O'Hara Lodge, Hector, B.C.	Hotel Sicamous, Sicamous, B.C.
Moraine Lake Lodge, Lake Louise, Alta.	Hotel Incola, Penticton, B.C.
Radium Hot Springs Lodge, Radium, B.C.	Harrison Hot Springs Hotel, Agassiz, B.C.
(Operated by Miss C. Armstrong)	Cameron Lake Chalet, Cameron Lake (Vancouver Island), B.C.
Mount Assiniboine Lodge, Banff, Alta.	(Operated by Erling Strom)
(Operated by Brewster Transport Co.)	
Columbia Icefield Chalet, near Lake Louise, Alta.	

For further information and reservations apply to hotel management, your local travel agent, or nearest Canadian Pacific Office.

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Spans the World

● Canada and United States

THE CANADIAN PACIFIC RAILWAY (comprising 21,235 miles of operated and controlled lines) reaches from the Atlantic to the Pacific, across Canada and into the United States. The main line, Montreal to Vancouver, 2,886 miles, passes through the heart of the famous Canadian Rockies. Modern and comfortable trans continental and local passenger train services link the important cities, industrial sections, agricultural regions and holiday resorts. Air-conditioned equipment operated on principal trains. Fast and efficient freight service. Convenient coastal and inland steamship services. Builds and operates own sleeping, dining and parlor cars.

ALASKA—Frequent service by Canadian Pacific "Princess" liners from Vancouver (connections from Victoria and Seattle) to Skagway and return via the "Inside Passage".

TRIANGLE SERVICE—Canadian Pacific "Princess" liners provide daily service the year round between Vancouver, Victoria and Seattle.

GREAT LAKES—Canadian Pacific inland steamships sail semi-weekly during the summer months between Port McNicoll and Fort William via an attractive lake and river route. Summer cruises from Port McNicoll and Owen Sound.

● 39% Less Ocean to Europe

AIR-LINE ROUTE . . . Sailings via the St. Lawrence Seaway from Montreal and Quebec (summer) . . . Saint John, N.B., (winter) . . . to and from British ports.

FAST FREIGHT SERVICE provided by **Empress, Duchess, Mont** liners and **Beaver** cargo ships.

● Honolulu, Orient and South Seas

Sailings between Vancouver, Victoria and Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong, Manila, provide convenient passenger and freight schedules:

DIRECT EXPRESS ROUTE TO ORIENT . . . swift sister ships, **Empress of Asia** and **Empress of Russia**.

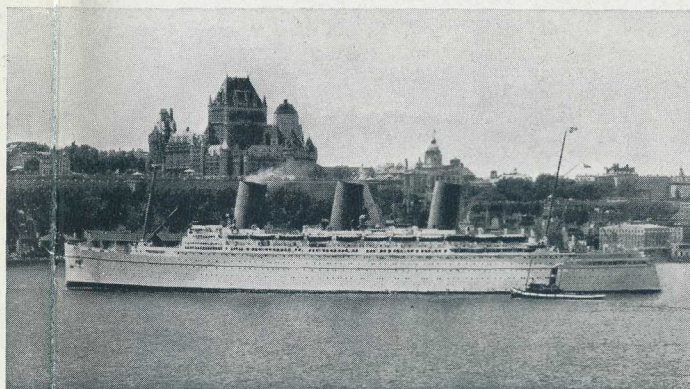
VIA HONOLULU . . . The mighty **Empress of Japan** and her running mate, **Empress of Canada**, call at Honolulu en route to and from the Orient.

SOUTH SEAS . . . Canadian Australasian liners ply between Vancouver, Victoria and Honolulu, Fiji, New Zealand, Australia.

● Hotels, Express, Communications

HOTELS . . . A chain of comfort across Canada from Atlantic to Pacific . . . Fourteen hotels in leading cities and resorts, including Chateau Frontenac, Quebec; Royal York, Toronto; Banff Springs; Empress Hotel, Victoria . . . Six rustic lodges in the Canadian Rockies and at Ontario fishing resorts.

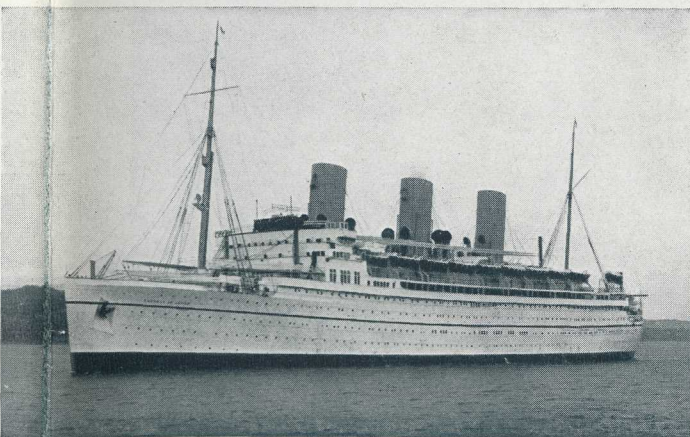
COMMUNICATIONS AND EXPRESS . . . owned and operated by the **CANADIAN PACIFIC** . . . trans-Canada service . . . world-wide connections . . . travelers cheques—good the world over.



Empress of Britain and Chateau Frontenac Hotel, Quebec



Canadian Pacific Transcontinental Train near Banff



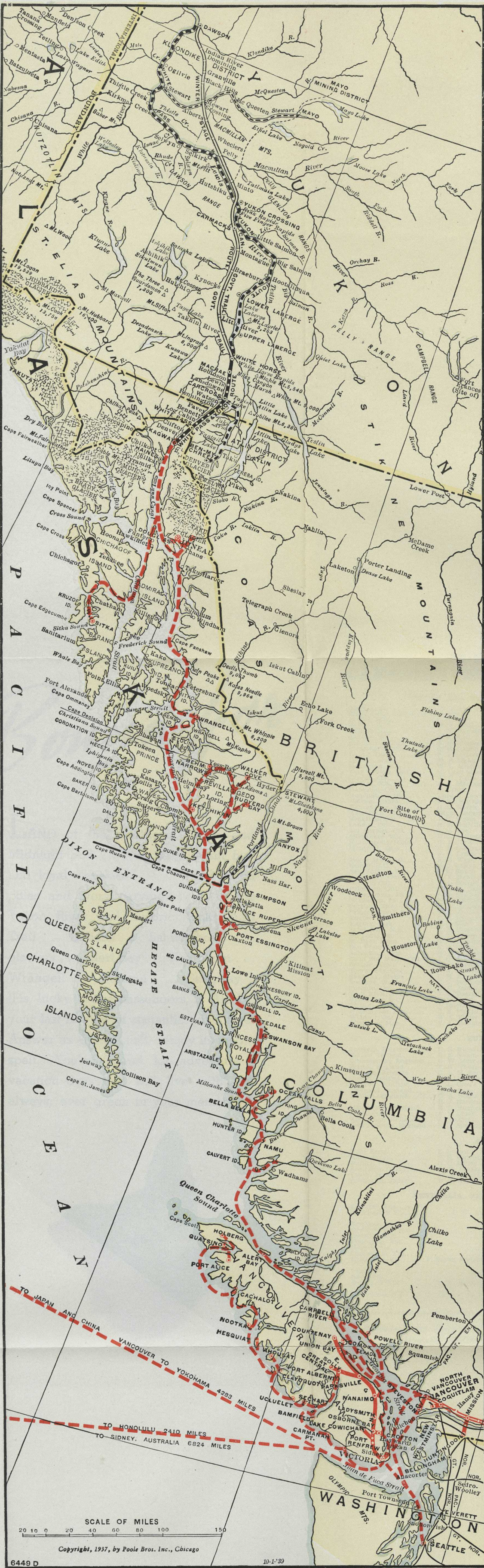
Empress of Japan—Largest and Fastest Liner on the Pacific

Canadian



Pacific

WORLD'S GREATEST
TRAVEL SYSTEM



VICTORIA— Capital City of British Columbia. Parliament Buildings, Provincial Museum. Butchart Gardens. Naval Station and Observatory at Esquimalt. Empress Hotel.

VANCOUVER— Canada's great port on the Pacific near the mouth of the Fraser River. Lumbering, fishing, canning, mining, manufacturing and trading centre. Immense shipping to Honolulu, the Orient, Australia and New Zealand. Stanley Park. Hotel Vancouver.

NANAIMO— An old Hudson's Bay Company's Fort. Coal mines.

POWELL RIVER— Paper mills.

ALERT BAY— Indian village on Cormorant Island separated from Vancouver Island by Johnstone Strait. Notable for its street of totem poles, some of which have been transferred to Stanley Park, Vancouver.

OCEAN FALLS— near the mouth of Dean Channel—reached by Alexander Mackenzie on his Overland passage across Canada in 1793. The site of an important paper manufacturing plant.

BUTEDALE— on Princess Royal Island; Salmon canning and fish oil production plant.

PRINCE RUPERT— port near the mouth of the Skeena River with population of about 6,350. An important fishing centre with large cold storage plants. Here also is a large floating dry dock. Close by on Digby Island is the Canadian Government wireless station, and a little further north is Port Simpson, celebrated in the annals of the Hudson's Bay Company. Prince Rupert has interesting fur stores.

PORT SIMPSON— Site of the original Fort Simpson built by the Hudson's Bay Company in 1834.

KETCHIKAN— The southernmost town in Alaska, well equipped with canneries and cold storage plants. Centre of platinum, gold, silver and lead mines. Curio stores and totem poles. Salmon jump the waterfall on Ketchikan Creek in the late summer months.

BEHM CANAL (on the route of the cruise)— with Eddystone Rock, a pinnacle 250 feet, rising sheer from the sea.

RUDYERD BAY— with the picturesque "Punch Bowl."

WRANGELL— near the mouth of the Stikine River, which is navigable 180 miles to Telegraph Creek, outfitting point for the Cassiar big game hunting fields. Totem poles and curio stores. Named after Baron Wrangell, Russian Governor of Alaska, in 1830. At the north of Wrangell Narrows is Petersburg, formerly a Russian settlement.

TAKU GLACIER— at the head of Taku Inlet, dropping sheer into the sea—100 feet thick, a mile wide and ninety miles long.

JUNEAU— Capital of Alaska with population of over 4,000. Fascinating Museum and experimental salmon hatchery. Fur and Curio stores. Close to Mendenhall Glacier and Gold Creek basin. Gold crushing plants.

SITKA (Cruises only) on Baranof Island— formerly capital of Alaska under Russian regime. Russian St. Michael's Cathedral founded 1848. Sheldon Jackson Indian Industrial School. National Park.

LYNN CANAL— Spectacular fjord 80 miles long, 1 to 5 miles broad. Ice wall of Davidson Glacier on the West.

SKAGWAY— At the head of Lynn Canal. Southern terminal of White Pass and Yukon Route. Rich in memories of Gold Rush days and the Trail of '98—Beautiful flower gardens. Fishing. Trips to West Taku Arm and Lake Bennett—Miles Canyon and White Horse Rapids. Or on to Yukon and the Klondike.

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Minneapolis, Minn.	H. M. Tait	611 2nd Ave. South
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	F. C. Lydon	201 St. James St. W.
Moose Jaw, Sask.	R. G. West	Canadian Pacific Station
Nelson, B.C.	N. J. Lowes	Baker and Ward Sts.
New York, N.Y.	J. E. Roach	Madison Ave. at 44th St.
North Bay, Ont.	R. Y. Daniaud	87 Main Street West
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Quebec, Que.	C. A. Langevin	Palais Station
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Kobe, Japan	S. H. Garrod	7 Harima-machi
Manila, P.I.	D. C. Miller	Marsman Bldg., Port Area
Shanghai, China	A. M. Parker	The Bund and Peking Road
Tokyo, Japan	W. R. Buckberrough	E-7 No. 2 Sanchoime, Marunouchi
Yokohama, Japan	B. G. Ryan	21 Yamashita-cho

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Perth, W. A.		Macdonald, Hamilton & Co.
Suva, Fiji		Union S.S. Co. of N.Z. (Ltd.)
Sydney, N.S.W.	N. R. McMorran, Traffic Agent, C.P.R.,	247 George St.
		Union S.S. Co. of N.Z. (Ltd.)
Wellington, N.Z.	G. A. Glennie, Fr. and Pass'r. Agent, C.P.R.,	11 Johnston St.
		Union S.S. Co. of N.Z. (Ltd.)

**Always Carry Canadian Pacific Express Travellers
Cheques—GOOD THE WORLD OVER**

ALASKA

and the Yukon
1941

ALASKA

and the Yukon
1941



Canadian Pacific



Canadian Pacific

*Deck plans Alice
Louise, Charlotte*

*City Park Seattle
Feb. '83*

R. C. Finch

Miss Mary Joyce
Taku Ina

Juneau, Alaska

\$500 day.

E. M. Starrett

Summer Sailings



VANCOUVER TO

Prince Rupert, Ketchikan, Wrangell, Juneau and Skagway

Sail- ing No.	①From Vancouver 9:00 p.m.	Steamship	②From Skagway 8:00 p.m.	③Arrive Vancouver 9:00 a.m.
A. Fri. May 2	Pr. Louise	Wed. May 7	Sun. May 11	
B. Tue. May 13	Pr. Louise	Sun. May 18	Thur. May 22	
C. Mon. May 26	Pr. Louise	Fri. May 30	Tue. June 3	

NOTE:—Princess Louise from Vancouver May 26 will only remain in Skagway about 12 hours.

1. Wed. June 4	Pr. Louise	Mon. June 9	Fri. June 13	
2. Sat. June 7	Pr. Charlotte	Thur. June 12	Mon. June 16	
3. Sat. June 14	Pr. Louise	Thur. June 19	Mon. June 23	
4. Sat. June 21	Pr. Charlotte	Thur. June 26	Mon. June 30	
5. Sat. June 28	Pr. Louise	Thur. July 3	Mon. July 7	
6. Tue. July 1	②Pr. Charlotte Special 10-day Cruise, see page 16			
7. Sat. July 5	Pr. Alice	Thur. July 10	Mon. July 14	
8. Wed. July 9	Pr. Louise	Mon. July 14	Fri. July 18	
9. Sat. July 12	Pr. Charlotte	Thur. July 17	Mon. July 21	
10. Wed. July 16	Pr. Alice	Mon. July 21	Fri. July 25	
11. Sat. July 19	Pr. Louise	Thur. July 24	Mon. July 28	
12. Tue. July 22	②Pr. Charlotte Special 10-day Cruise, see page 16			
13. Sat. July 26	Pr. Alice	Thur. July 31	Mon. Aug. 4	
14. Wed. July 30	Pr. Louise	Mon. Aug. 4	Fri. Aug. 8	
15. Sat. Aug. 2	Pr. Charlotte	Thur. Aug. 7	Mon. Aug. 11	
16. Wed. Aug. 6	Pr. Alice	Mon. Aug. 11	Fri. Aug. 15	
17. Sat. Aug. 9	Pr. Louise	Thur. Aug. 14	Mon. Aug. 18	
18. Tue. Aug. 12	②Pr. Charlotte Special 10-day Cruise, see page 16			
19. Wed. Aug. 20	Pr. Louise	Mon. Aug. 25	Fri. Aug. 29	
20. Sat. Aug. 23	Pr. Charlotte	Thur. Aug. 28	Mon. Sept. 1	
21. Sat. Aug. 30	Pr. Louise	Thur. Sept. 4	Mon. Sept. 8	
D. Tue. Sept. 9	Pr. Louise	Sun. Sept. 14	Thur. Sept. 18	
E. Sat. Sept. 20	Pr. Louise	Thur. Sept. 25	Mon. Sept. 29	
F. Tue. Sept. 30	Pr. Louise	Sun. Oct. 5	Thur. Oct. 9	

①All times shown are Pacific Standard.

② Sails from Vancouver at 11:00 a.m.

11 DAYS

Specimen Itinerary

NORTHBOUND

Lv. Vancouver	9:00 p.m.	Wed.	Sat.
Ar. Alert Bay	10:30 a.m.	Thur.	Sun.
Ar. Prince Rupert	9:00 a.m.	Fri.	Mon.
Ar. Ketchikan	7:30 p.m.	Fri.	Mon.
Ar. Wrangell	4:30 a.m.	Sat.	Tues.
Ar. Taku Glacier②	5:00 p.m.	Sat.	Tues.
Ar. Juneau	7:30 p.m.	Sat.	Tues.
Ar. Skagway	9:00 a.m.	Sun.	Wed.

SOUTHBOUND

Lv. Skagway	①8:00 p.m.	Mon.	Thur.
Ar. Juneau	6:30 a.m.	Tues.	Fri.
Ar. Wrangell	7:30 p.m.	Tues.	Fri.
Ar. Ketchikan	7:00 a.m.	Wed.	Sat.
Ar. Prince Rupert	4:00 p.m.	Wed.	Sat.
Ar. Alert Bay	4:00 p.m.	Thur.	Sun.
Ar. Vancouver	9:00 a.m.	Fri.	Mon.

Times of arrival at way ports are approximate only. Length of stay varies from 1 to 3 hours. ①All times shown in Pacific Standard time. ②Call will be made at Taku Glacier on all northbound voyages, May to September 2 inclusive, weather permitting. Call will not be made after September 2.



Triangle Service



Between

SEATTLE • VICTORIA • VANCOUVER

DOUBLE DAILY SERVICE

Connecting at Vancouver with Alaska Steamships

Alaska steamships sail from Vancouver, but fares quoted herein apply also from either Seattle or Victoria to Skagway.

Passengers purchasing through tickets from Seattle or Victoria are furnished with transportation, including meals and berth on the Company's local "Triangle Service" steamships "Princess Kathleen" and "Princess Marguerite" to and from Vancouver.

Through tickets from Seattle give the passenger the privilege of stopping over in Victoria and/or Vancouver not exceeding fifteen (15) days, either north or southbound.

"Triangle Service" steamships leave Seattle for Vancouver daily at 9:00 a.m. via Victoria and at 11:15 p.m. direct.

Steamships leave Victoria for Vancouver 1:45 p.m. and 12 midnight daily.

Southbound, "Triangle Service" steamships leave Vancouver for Seattle 10:30 a.m. via Victoria and 11:00 p.m. daily direct, and for Victoria at 12 midnight daily.

The Canadian Pacific maintains regular all-year service to Alaska ports, but schedules on this page cover the summer months only. Detailed schedules for the other months can be obtained from any Canadian Pacific Ticket Agent.

One Way and Round Trip Fares

Between

SEATTLE-VICTORIA OR VANCOUVER AND
PORTS SHOWN

	One Way	Round Trip
Ketchikan	\$34.50	\$69.00
Wrangell	40.50	81.00
Juneau	48.00	96.00
Skagway	52.50	105.00

Above fares apply for standard minimum rate berth and include meals, except while ship is in port at Skagway.

Fares for superior accommodation to Skagway shown on pages 7 to 12 inclusive, and to other ports on application.

Special Cruise fares on Pages 13-14.



General Information



Along nearly one thousand miles of the most picturesque coastline in the world lies the scenic "Inside Passage" to Skagway. Past deep fjords where the mountains rise straight from the sea, by beautiful inlets carpeted with heavy timber, your "Princess" steamer sails serenely towards the Land of the Midnight Sun.

Most restful and delightful of sea trips, your journey to Alaska is enhanced by magnificent scenery and the long days which the Northland brings to lengthen enjoyment of the summer season. Nor are these northern latitudes rigorous in climate. During the summer months, the average temperature is from 60 to 70 degrees.

WEARING APPAREL

The climate of Alaska as a whole is mild, generally with cool evenings during the summer season. For this reason a top coat or warm wrap should be carried. A pair of good walking shoes should also be included for shore excursions.

Evening meals and entertainments are informal but the ladies usually prefer to carry a semi-evening gown for the Captain's dinner which is held the last evening before arrival in Vancouver.

LAUNDRY SERVICE

There is no laundry service on any Alaska ship. Passengers requiring this service may leave laundry with Chief Steward who will arrange to have it put ashore at Juneau northbound and delivered to the ship on arrival in Juneau southbound.

1. FARES FROM PRINCE RUPERT.

Fares quoted from Vancouver to Skagway will also apply from Prince Rupert to Skagway and return to Prince Rupert or Vancouver, or vice versa.

2. EXTRA CHARGE FOR BERTH AND MEALS AT SKAGWAY.

Round trip fares to Skagway include berth and meals en route, but not while steamship is in port at Skagway, except that breakfast will be served on morning of arrival and dinner on day of departure without extra charge.

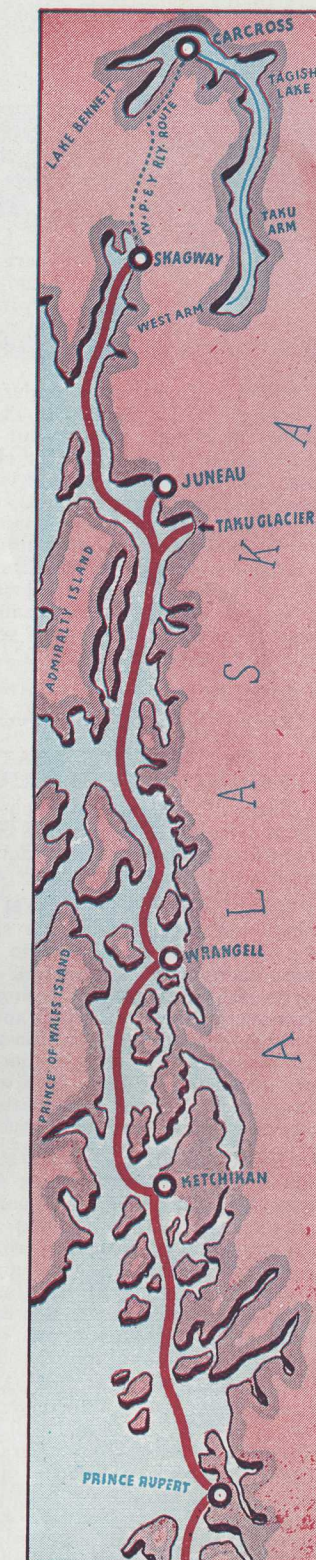
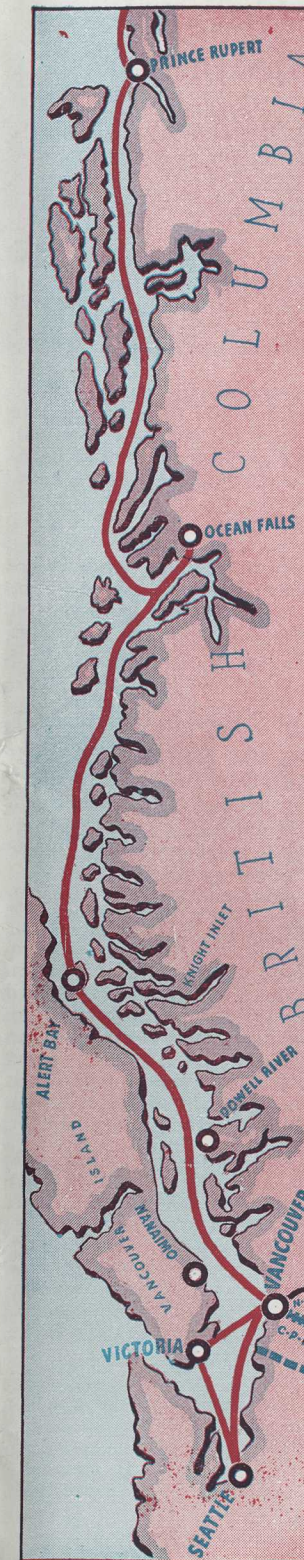
Passengers making the round trip on same voyage have the option of remaining on board while at Skagway on payment of regular tariff rate for meals and berth. (Standard lower berth \$2.00, upper \$1.50.) Berth rate will apply for entire time steamship is in port. Approximate cost per passenger:

LUNCH on day of arrival.....	\$1.00
DINNER on day of arrival.....	1.25
BERTH RATE (ordinary room).....	2.00
BREAKFAST, day of departure.....	.75
LUNCH, day of departure.....	1.00
	\$6.00

Tickets will be endorsed "Berth and Meals extra at Skagway." These charges will be collected by Purser and NOT by Ticket Agents.

3. EXCLUSIVE USE OF ROOMS.

Two full fares, plus full premium (if any), will be charged for exclusive use of any two-berth room during the tourist season, and Selling Agent will stamp or write the words





General Information

(Continued)

"Exclusive Use," also amount collected, across the face of ticket or order.

4. CHILDREN'S FARES.

Children 5 years and under 12 years will be charged half the minimum fare, plus full premium (if any), except that no reduction will be made for children in de luxe

rooms when same are occupied by two passengers only. See fares, pages 7 to 12.

Children 2 years and under 5 years will be charged \$8.75 one-way or \$17.50 round trip. This will entitle them to separate seat in the dining saloon, but if separate berth is required, charge will be the same as for children between 5 and 12 years of age. Children under 2 years will be carried free when accompanied by parent or guardian.

5. DEPOSIT.

Deposit of 25 per cent. of fare will be required when reservation is made, balance to be paid when ticket is issued, but not less than **sixty days** prior to sailing when space is reserved on separate sailings north and southbound, or **forty-five days** when space is reserved for the round trip on one sailing.

6. LIMITS.

Round trip tickets to Skagway will be limited to October 31.

7. LOCAL SERVICE SEATTLE-VICTORIA-VANCOUVER, STOP-OVER PRIVILEGES.

Fares quoted from Vancouver to Skagway, either one way or round trip, also apply from Seattle or from Victoria, including meals and berth, on the Company's local steamship service between Seattle, Victoria and Vancouver as follows:

(a) **NORTHBOUND FROM SEATTLE**—Provided passengers use local steamships sailing from Seattle not earlier than fifteen (15) days prior to departure of Alaska steamship from Vancouver. Passengers using night steamship from Seattle day previous to sailing from Vancouver may board Alaska steamship on arrival and occupy their accommodation, in which case dinner (but not luncheon) will be served on Alaska steamship without extra charge. Passengers using morning steamship from Seattle on day Alaska steamship sails from Vancouver will be furnished lunch on local steamship en route and dinner on Alaska steamship on arrival at Vancouver.

(b) **NORTHBOUND FROM VICTORIA**—Provided passengers use local steamships from Victoria not earlier than fifteen (15) days prior to departure of Alaska steamship from Vancouver. Passengers using midnight steamship from Victoria day previous to sailing from Vancouver may board Alaska steamship on arrival and occupy their accommodation and will be served dinner (but not luncheon) without extra charge. Passengers using afternoon steamship from Victoria on day of sailing from Vancouver will be furnished day stateroom on local steamship and dinner on Alaska steamship on arrival.

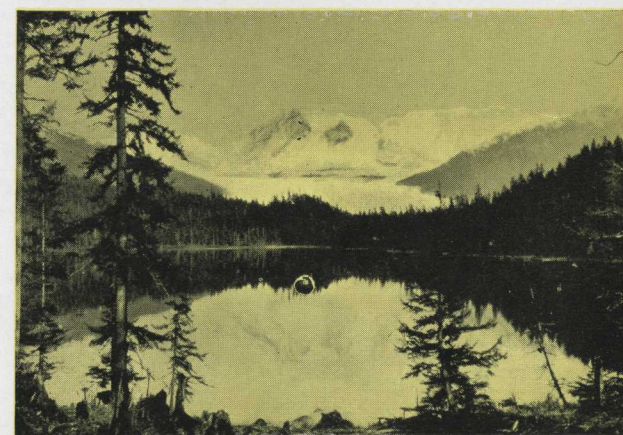
(c) **SOUTHBOUND FROM VANCOUVER**—Alaska steamships are due Vancouver, southbound, at 9:00 a.m. on advertised date. Breakfast will be served to Alaska passengers before debarkation. Passengers holding through tickets Skagway to Victoria or Seattle may transfer to local steamship sailing same morning for Seattle via Victoria or may use night direct steamship to Seattle, or may stop over either at Vancouver or Victoria for a period not exceeding fifteen (15) days. Meals and berth are furnished without extra charge on local steamships within limit.



A Magnificent View of Taku Glacier



Skagway, Alaska



Auk Lake, Auto Side Trip from Juneau



West Taku Arm, Amidst a Panorama of Snow-Capped Mountains

8. ENSUITE ACCOMMODATION PRINCESS LOUISE.

Rooms A1-129, C1-128, D1-130 Princess Louise may be used as connecting rooms if desired.

9. BERTH LIGHTS, HOT AND COLD RUNNING WATER.

All rooms have hot and cold running water and individual lights in each berth.

10. NUMBER TO BE BERTHED IN ONE ROOM.

With the exception of rooms mentioned below, all state-rooms are designed to accommodate two passengers only and are not large enough to accommodate more than two adults. **Exception:** Rooms covered by paragraph (d), "Princess Louise"; (d), "Princess Charlotte"; and (b), "Princess Alice." See pages 7 to 12. These rooms each contain sofa berth, in addition to double lower and single upper berth and can accommodate families of three desiring to be berthed in one room. Rooms K3 and J3, "Princess Louise," and rooms 114 and 117, "Princess Charlotte," should not be sold for more than one passenger each. Third passenger in any stateroom will be charged minimum fare.

11. MEAL SERVICE.

BREAKFAST—7:30 a.m. to 9:30 a.m., continuous service.

LUNCHEON—1st sitting, 12 noon; 2nd sitting, 12:45 p.m.

DINNER—1st sitting, 6:00 p.m.; 2nd sitting, 6:45 p.m.

Light refreshments are also served in dining saloon at 10:00 p.m. without charge.

Table reservations should be made with Second Steward on embarkation.

12. ELECTRIC RAZOR OUTLETS.

Public washrooms are provided with outlets for electric razors (current 110 volts D.C.) but individual staterooms are not so equipped.

13. BARBERS, HAIRDRESSERS AND VALET SERVICE.

Barbers and lady hairdressers are carried on all steamships. Valet service is also provided.

14. MUSIC.

Each steamship has a dance floor and carries an orchestra.

15. GAMES.

Quoits, Shuffleboard, Table Tennis and Horse Racing are provided on board.

16. STEAMER RUGS AND FIELD GLASSES.

Steamer rugs and also a limited number of field glasses may be rented from the News Agent on board at a nominal charge.

17. STEAMER CHAIRS.

All steamships are provided with comfortable camp chairs, with backs, which are at the disposal of all passengers free of charge. Regulation ocean liner deck chairs are not supplied, as there is not sufficient room on the decks to provide all passengers with this type of chair. Chairs will not be reserved as there are sufficient on board for all.

18. BAGGAGE.

(a) 150 lbs. of baggage will be carried free on each adult ticket and 75 lbs. on each half ticket. Charge for excess baggage, \$3.75 per 100 lbs. in each direction between Seattle, Victoria, Vancouver and Skagway. Steamer trunks not more than 14 inches in height may be placed in staterooms. Passengers will find it more convenient to allow trunks to be placed in the baggage room on board, where they can be made readily accessible if desired, unless bonded.

(b) **FREE STORAGE, SEATTLE, VICTORIA OR VANCOUVER**—Passengers holding round trip tickets to Alaska or Yukon Territory, may store their unwanted baggage free of charge for not more than 30 days at WHARVES at the above mentioned ports. Regular storage charges will accrue after expiration of this period.

(c) **BONDED BAGGAGE**—Baggage may be checked through from Seattle to Skagway, and, if not required en route, may be forwarded under bond to avoid necessity of Customs inspection. If baggage is required en route, it should be checked to Victoria or Vancouver only and presented for Canadian Customs inspection before boarding steamship for Alaska. U.S. Customs inspection will also be necessary at Ketchikan, the first port of entry into Alaska. Baggage checked from Vancouver or Victoria to Skagway will be inspected by U.S. Customs officers at Ketchikan, or may be bonded if desired.

(d) **SOUTHBOUND**—Canadian customs baggage inspection will be made at Prince Rupert and U.S. Customs inspection at Vancouver (if passenger is travelling east via Canadian Pacific Railway) or at Seattle.

(e) Baggage can be checked through from Puget Sound and British Columbia ports to Whitehorse or Dawson, via the White Pass and Yukon route, without undergoing inspection by Customs officers at Skagway, provided passengers hold through tickets in which case it will be inspected at destination. Baggage originating at British Columbia points can be corded, sealed and sent through Alaska in bond without inspection. Baggage originating at United States points destined to





General Information

(Continued)

points in Alaska on the lower Yukon River below Dawson can go through to destination in bond without inspection.

19. MAIL.

Should be addressed care of Canadian Pacific Railway, Vancouver, B.C., "S.S. _____, sailing _____" showing name of steamship and sailing date from Vancouver and will be delivered

on board, if received previous to sailing time. Mail received after sailing time will be held at Information Bureau, Canadian Pacific Station, Vancouver, to be called for.

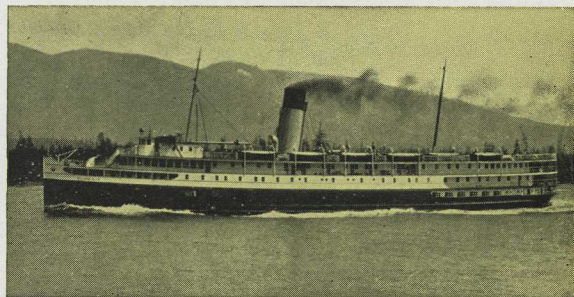
20. IMMIGRATION REQUIREMENTS.

Visitors from the United States are assured of a friendly welcome at the Canadian border and throughout the Dominion. United States citizens do not require passports to cross the Canadian boundary in either direction, but identification papers, such as voters registration cards, birth certificates, or letters from public officials are always helpful in establishing status, and naturalized citizens are advised to carry their naturalization certificates if at all possible. Canadian and other non-citizen residents of the United States are advised to apply in advance through the nearest United States Immigration and Naturalization office for re-entry permits to facilitate their return from visits to Canada.

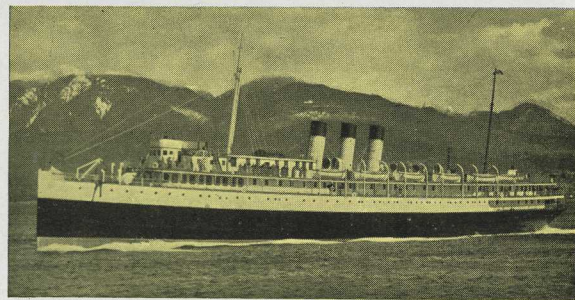
Residents of Canada or Newfoundland proceeding from Vancouver to points in the Yukon or Northern British Columbia in direct transit through Alaska without stopover require neither passports nor visas, but other than United States citizens wishing stopovers or desiring to visit in Alaska require valid passports from their own Government, and American Consular visas. THE TRANSIT EXEMPTION APPLIES ALSO FROM TRIPS SKAGWAY TO WEST TAKU ARM RETURNING ON SAME BOAT FROM SKAGWAY.

Passengers will be asked by Purser for certain information regarding age, place of residence, business, etc., for use in making up manifest required by the U. S. Immigration Department, and will be given a card by him. This inspection is greatly facilitated for passengers from the United States if they carry "Identification slips," supplied by Canadian Pacific Issuing Agent.

Any Canadian Pacific Agent will, upon request, gladly secure detailed information in special cases.



S.S. Princess Alice



S.S. Princess Charlotte



S.S. Princess Louise

Stikine River Service to B.C. Big Game Districts

BARRINGTON TRANSPORTATION COMPANY

The Cassiar District of Northern British Columbia, famous for its Big Game hunting, can be reached from Wrangell via the Stikine River, 185 miles to Telegraph Creek, B.C.

The Barrington Transportation Company operate a regular weekly service by Diesel propelled river boats during the season of navigation, from May 5 to early October. These vessels have accommodation for from fifteen to fifty passengers and about fifty tons of freight.

River boats leave Wrangell every Tuesday during the tourist season, after arrival of Canadian Pacific steamship leaving

Vancouver the preceding Saturday, and arrive Telegraph Creek on Thursday.

One way first class fare Wrangell to Telegraph Creek is \$30.00 (upstream) and Telegraph Creek to Wrangell is \$15.00 (downstream). Round trip summer tourist fare, Wrangell to Telegraph Creek, is \$45.00. Above fares include meals and berth.

Telegraph Creek is the outfitting point for the big game country. Full particulars regarding cost of hunting trips, etc., will be furnished, on application, by General Tourist Agent, Canadian Pacific Railway, Montreal, Que.

FARES — SKAGWAY SERVICE

VANCOUVER or VICTORIA to SKAGWAY and RETURN — \$105.00 and up

Effective June 1 to September 4, 1941.

Fares quoted herein also apply from Seattle and passengers from Seattle and/or Victoria will be furnished with similar accommodation and meals on the Company's local steamships to and from Vancouver, B.C., as outlined in paragraph 7, page 4.

Fares shown will apply in each direction between Vancouver and Skagway on all direct sailings. Berth and meals are included en route, but not on board steamship while in port at Skagway.

See paragraph 2, page 3.

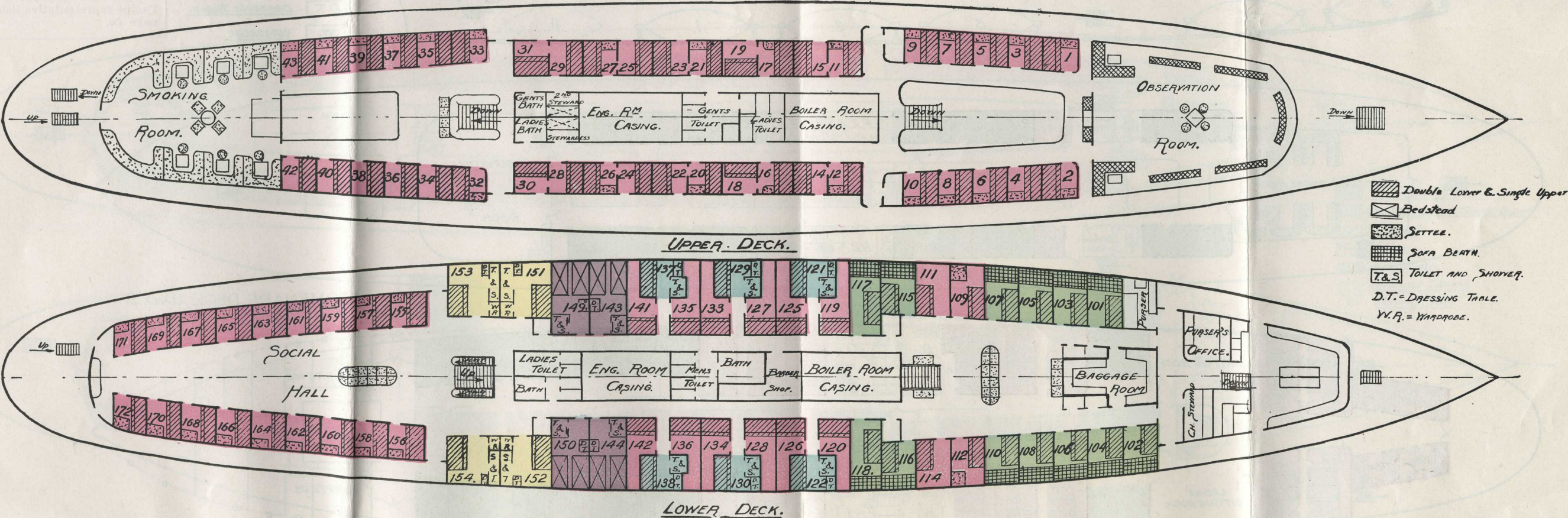
Fares for Special Cruises are shown on pages 13-14.

ROUND TRIP FARES WILL BE THE SUM OF FARES FOR ACCOMMODATION OCCUPIED NORTH AND SOUTHBOUND

S. S. PRINCESS ALICE		GROSS TONNAGE—3,100 BERTHING CAPACITY—194		ONE WAY FARES—North or Southbound					
				Berth Rate	For 1 in Room	For 1½ in Room	For 2 in Room	For 2½ in Room	① For 3 in Room
<div></div>	(a) Rooms 109-111, 112-114—with double lower and single upper berth. (Rooms 109-112 have settee. Rooms 111-114 have chair.) Note—Folding doors between rooms so that they may be used en suite. Bibby rooms 119, 120, 125, 126, 127, 128, 133, 134, 135, 136, 141, 142—with double lower, single upper and port hole at end of alcove. Rooms 155 to 167 inclusive with double lower, single upper berth and settee (seat). Rooms 1 to 12 inclusive and 14 to 43 inclusive with double lower and single upper berth. Note—Rooms 11-15, 12-14, 16-18, 17-19, 20-22, 21-23, 24-26, 25-27, 28-30, 29-31 are connecting rooms. Rooms 14, 15, 18, 19, 22, 23, 24, 25, 30, 31 have Deck entrance and rooms 11, 12, 16, 17, 20, 21, 26, 27, 28, 29 have Saloon entrance. Note—Rooms 167, 168, 169, 170, 171, 172 not available for sale.			\$52.50	\$105.00	\$ 78.75	\$105.00	\$131.25	
	(b) Rooms 101, 102, 103, 104, 105, 106, 107, 108, 110, 115, 116, 117, 118—large rooms with double lower, single upper and sofa berth.			57.50	115.00	88.75	115.00	141.25	\$167.50
	(c) Rooms 121, 122, 129, 130, 137, 138—with double lower, single upper berth, shower and toilet.			62.50	125.00	98.75	125.00	151.25	
	(d) Rooms 151, 152, 153, 154—each room has one bed (4 ft. wide), pullman upper (2 ft. 6 in. wide), shower, toilet and electric heater. Note—Special attention is called to the fact that these are three-quarter beds.				135.00	135.00	135.00		
	(e) Rooms 143, 144, 149, 150—twin beds (3 ft. wide), shower and toilet.				140.00	140.00	140.00		

① See paragraph 10, page 5, regarding de luxe accommodation and number to be berthed in one room.

DIMENSIONS OF BERTHS—Double lower berths 6 ft. x 3 ft. 6 in.; upper berths 6 ft. x 2 ft. 3 in. except where noted; sofas 6 ft. 6 in. x 2 ft.



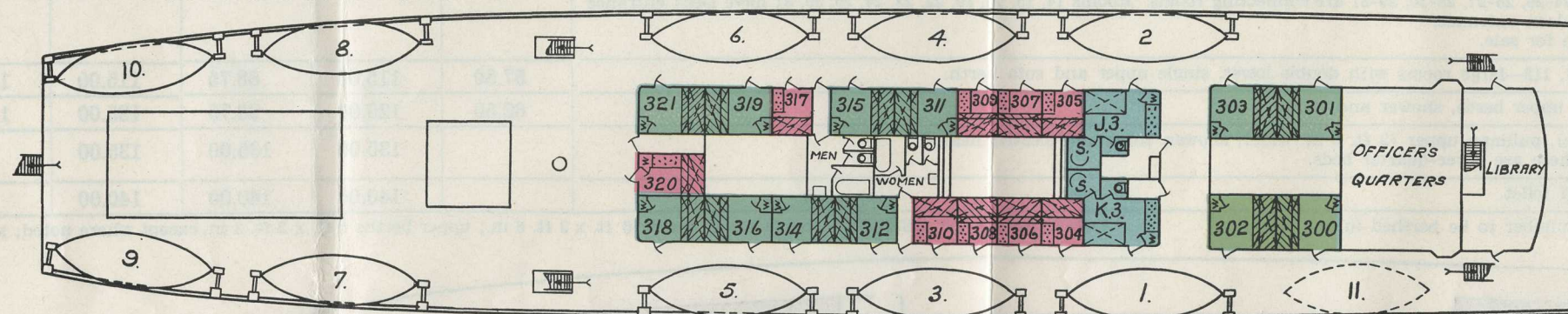
S. S. PRINCESS LOUISE

GROSS TONNAGE—4,200
BERTHING CAPACITY—210

ONE WAY FARES—North or Southbound

	Berth Rate	For 1 in Room	For 1½ in Room	For 2 in Room	For 2½ in Room	① For 3 in Room
(a) Biddy rooms 118, 119, 124, 125, 126, 127, 132, 134, 135, 140, 141, 146, 147, 152, 153—with double lower, single upper berth and port hole at end of alcove.	\$52.50	\$105.00	\$ 78.75	\$105.00	\$131.25	
(b) Rooms 120, 121, 122, 123, 128, 129, 130, 136, 137, 138, 139, 148, 149, 150, 151, 154, 155, 156, 157, 158, 159, 320—with double lower and single upper berth.						
(c) Rooms 214, 217, 304, 305, 310, 317—with single lower, single upper berth and settee. Note—Rooms 306, 307, 308, 309—not available for sale.						
(d) Rooms 100 to 111 inclusive, 111a, 112, 114 to 117 inclusive, 142, 143, 144, 145—with double lower, single upper and sofa berth.	57.50	115.00	88.75	115.00	141.25	\$167.50
(e) Rooms 200 to 212 inclusive, 215, 216, 218, 219, 221, 300, 301, 302, 303, 311, 312, 314, 315, 316, 318, 319, 321—large rooms with double lower and single upper berth.	57.50	115.00	88.75	115.00	141.25	
(f) Rooms J3 and K3—each room has one bed (3 ft. 6 in. wide), shower, toilet and settee. Note—Each room accommodates one person only.		82.50	108.75			
(g) Rooms E2, F2, G2, H2—each room contains one bed (4 ft. wide), pullman upper berth (3 ft. 1 in. wide), shower and toilet. (See footnote ②.)		140.00	140.00	140.00	166.25	
(h) Rooms A1, B1, C1, D1—each room contains one bed (4 ft. wide), pullman upper (2 ft. 6 in. wide), sofa berth, tub bath and toilet. (See footnote ②.)						
(i) Room 133—large room with twin beds (3 ft. wide), shower and toilet.		140.00	140.00	140.00		

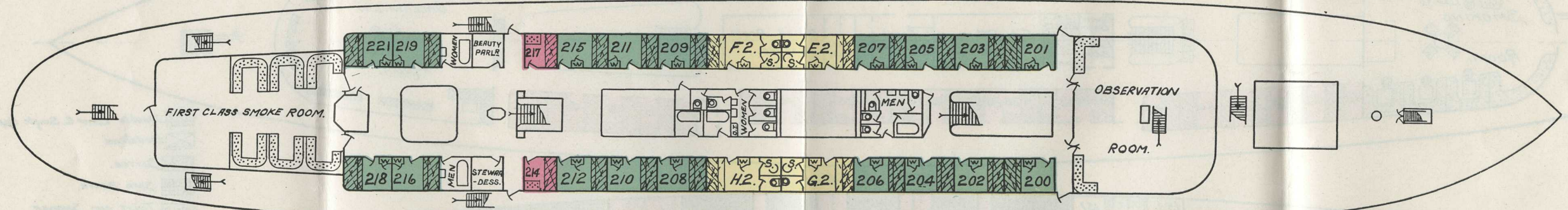
- ① See paragraph 10, page 5, regarding de luxe accommodation and number to be berthed in one room. DIMENSIONS OF BERTHS—Double lower berths 6 ft. 6 in. x 3 ft. 6 in.; single lower and upper berths 6 ft. 6 in. x 2 ft. 6 in., except as noted; sofas 6 ft. x 2 ft.
② Special attention is called to the fact that these are three-quarter beds.



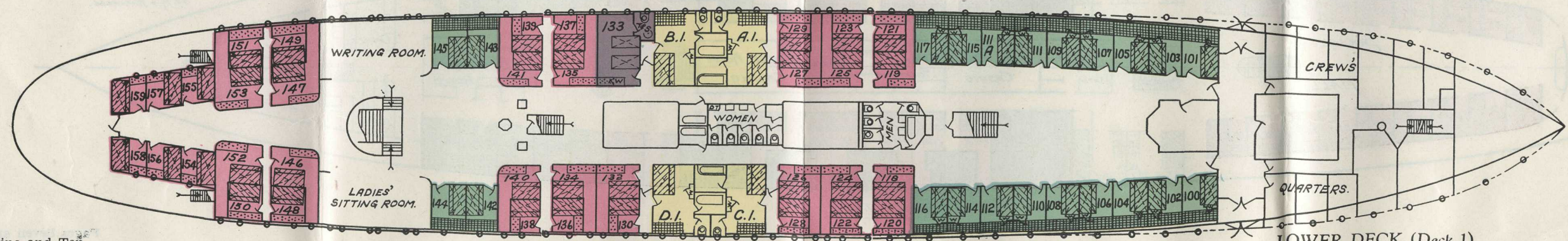
- SINGLE LOWER & UPPER.**
DOUBLE LOWER & SINGLE UPPER.
BEDSTEAD.
SETTEE.
SOFA BERTH.
T.S. TOILET & SHOWER.
S. SHOWER.
D.T. DRESSING TABLE.
W. WARDROBE.

BOAT DECK (Deck 3)

MAY AND SEPTEMBER SAILINGS
Rates for minimum rate accommodations will be as above. Rates for de luxe and premium accommodations may be secured from any Canadian Pacific representative listed on page 20.



PROMENADE DECK (Deck 2)



LOWER DECK (Deck 1)

S. S. PRINCESS CHARLOTTE

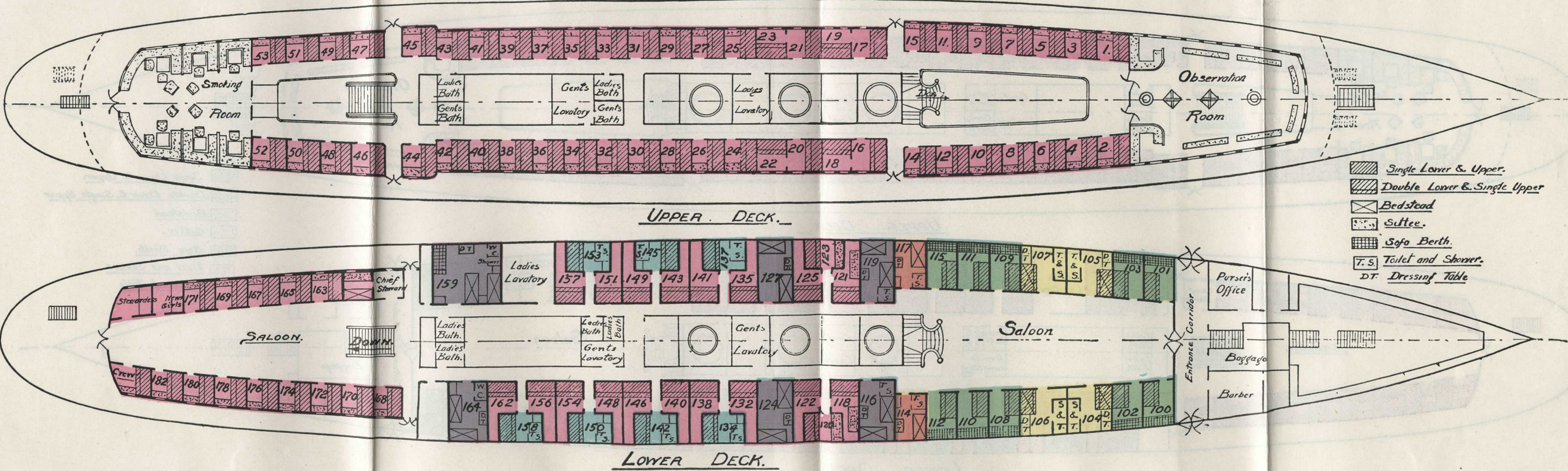
GROSS TONNAGE—3,924
BERTHING CAPACITY—224

- (a) Rooms 1, 3 to 12 inclusive, 14 to 53 inclusive—with double lower and single upper berth.
Note—Rooms 16-18, 17-19, 20-22, 21-23 are connecting rooms. Rooms 16, 17, 20, 21 have Saloon entrance and rooms 18, 19, 22, 23 have Deck entrance.
Bibby rooms 122, 125, 132, 135, 138, 140, 141, 143, 146, 148, 149, 151, 154, 156, 157, 162—with double lower, single upper berth and port hole at end of alcove.
Rooms 163, 165, 167, 168, 169, 170, 171, 172, 174, 176, 178, 180, 182—with double lower and single upper berth.
Note—Rooms 2, 161, 173, 175, 184 not available for sale.
- (b) Rooms 120, 123—with double lower, single upper and settee (seat).
- (c) Rooms 118, 121—with double lower, single upper and settee (seat).
- (d) Rooms 100, 101, 102, 103, 108, 109, 110, 111, 112, 115—large rooms containing double lower, single upper and sofa berth.
- (e) Rooms 114, 117—one single bed (3 ft. wide), shower and toilet (accommodating one passenger only).
- (f) Rooms 134, 137, 142, 145, 150, 153, 158—double lower, single upper berth, shower and toilet.
- (g) Rooms 104, 105, 106, 107—each room has one bed (3 ft. 9 in. wide), pullman upper berth (2 ft. 6 in. wide), shower and toilet.
Note—Special attention is called to the fact that these are three-quarter beds.
- (h) Rooms 124, 127—twin beds (3 ft. wide).
- (i) Room 164—twin beds (3 ft. wide) and toilet (no shower).
- (j) Rooms 116, 119—twin beds (3 ft. wide), shower and toilet.
- (k) Room 159—large room with twin beds (3 ft. wide), sofa berth, shower and toilet.

ONE WAY FARES—North or Southbound					
Berth Rate	For 1 in Room	For 1½ in Room	For 2 in Room	For 2½ in Room	① For 3 in Room
\$52.50	\$105.00	\$ 78.75	\$105.00	\$131.25	
57.50	115.00	88.75	115.00	141.25	\$167.50
62.50	125.00	98.75	125.00	151.25	
	135.00	135.00	135.00		
	125.00	125.00	125.00		
	135.00	135.00	135.00		
	140.00	140.00	140.00		
	190.00	190.00	190.00	216.25	242.50

① See paragraph 10, page 5, regarding de luxe accommodation and number to be berthed in one room.

DIMENSIONS OF BERTHS—Double lower berths 6 ft. 2 in. x 3 ft. 6 in.; upper berths 6 ft. x 2 ft. 4 in.; sofa berths 6 ft. 4 in. x 2 ft.



ROUND TRIP FARES ON SPECIAL CRUISES, JULY 1, 22 AND AUGUST 12, 1941

S. S. PRINCESS CHARLOTTE

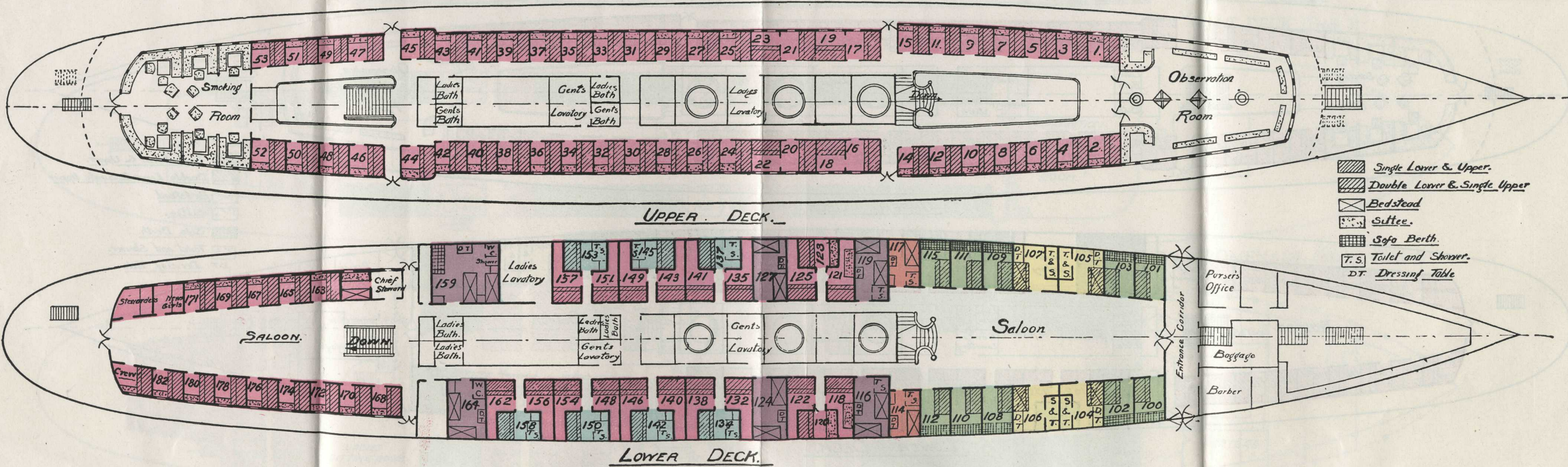
GROSS TONNAGE—3,924
BERTHING CAPACITY—222

ROUND TRIP CRUISE FARES

	Berth Rate	For 1 in Room				
		For 1 in Room	For 1½ in Room	For 2 in Room	For 2½ in Room	① For 3 in Room
(a) Rooms 1, 3 to 12 inclusive, 14 to 53 inclusive—with double lower and single upper berth. Note—Rooms 16-18, 17-19, 20-22, 21-23 are connecting rooms. Rooms 16, 17, 20, 21 have Saloon entrance and rooms 18, 19, 22, 23 have Deck entrance. Bibby rooms 122, 125, 132, 135, 138, 140, 141, 143, 146, 148, 149, 151, 154, 156, 157, 162—with double lower, single upper berth and port hole at end of alcove. Rooms 165, 167, 168, 169, 170, 171, 172, 174, 176, 178, 180, 182—with double lower and single upper berth. Note—Rooms 2, 161, 163, 173, 175, 184 not available for sale.	\$125.00	\$250.00	\$187.50	\$250.00	\$312.50	
(b) Rooms 120, 123—with double lower, single upper and settee (seat).						
(c) Rooms 118, 121—with double lower, single upper and settee (seat).						
(d) Rooms 100, 101, 102, 103, 108, 109, 110, 111, 112, 115—large rooms containing double lower, single upper and sofa berth.	135.00	270.00	207.50	270.00	332.50	\$395.00
(e) Rooms 114, 117—one single bed (3 ft. wide), shower and toilet (accommodating one passenger only).		175.00				
(f) Rooms 134, 137, 142, 145, 150, 153, 158—double lower, single upper berth, shower and toilet.	145.00	290.00	227.50	290.00	352.50	
(g) Rooms 104, 105, 106, 107—each room has one bed (3 ft. 9 in. wide), pullman upper berth (2 ft. 6 in. wide), shower and toilet. Note—Special attention is called to the fact that these are three-quarter beds.		310.00	310.00	310.00		
(h) Rooms 124, 127—twin beds (3 ft. wide).		290.00	290.00	290.00		
(i) Room 164—twin beds (3 ft. wide) and toilet (no shower).		310.00	310.00	310.00		
(j) Rooms 116, 119—twin beds (3 ft. wide), shower and toilet.		320.00	320.00	320.00		
(k) Room 159—large room with twin beds (3 ft. wide), sofa berth, shower and toilet.		420.00	420.00	420.00	482.50	545.00

① See paragraph 10, page 5, regarding de luxe accommodation and number to be berthed in one room.

DIMENSIONS OF BERTHS—Double lower berths 6 ft. 2 in. x 3 ft. 6 in.; upper berths 6 ft. x 2 ft. 4 in.; sofa berths 6 ft. 4 in. x 2 ft.

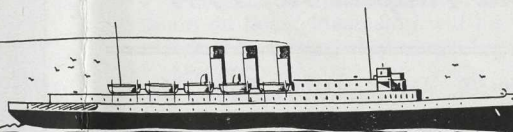


Announcing . . .
3 Special Cruises

11 *days*

British Columbia
and Alaska

S.S. Princess Charlotte



THESE CRUISES have become increasingly popular and are again being offered for the 1941 Season . . .

Sailing from Vancouver the Princess Charlotte will cruise for **10½** days through the protected waterways of British Columbia's and Alaska's beautiful coast-line. Steaming leisurely into high-walled fjords and making calls at fascinating fishing villages and scenic points far from the regular steamship lanes, the schedule has been planned to ensure a restful voyage, with stops at interesting points . . . Ocean Falls, where a large paper mill is located in the heart of the Coast mountains

11 Days

JULY 1, 22
and
AUGUST 12
1941

. . . Sitka, ancient Capital of Alaska in the days of Russian occupation . . . the enchanting Behm Canal, a narrow waterway near Ketchikan . . . the Punch Bowl . . . Eddystone Rock — All these and more, in addition to points served by the Company's vessels on their regular schedule. Ample time will be allowed at ports for sightseeing, and side trips will be arranged where possible. Thirty-six hours will be allowed at SKAGWAY for side trips via White Pass and Yukon Route to Lake Bennett, Whitehorse, or the combined rail and lake trip to the south end of West Taku Arm.

Cruise Fare

from . . . SEATTLE,
VICTORIA or VANCOUVER

\$125.00 and up, including
meals and berth
(Except while in port at Skagway)

Cruise tickets include passage, meals and berth on Company's steamships from Seattle or Victoria to Vancouver, connecting with the Princess Charlotte.



Street in Wrangell, Alaska



Indian women displaying their craft at Wrangell

Special Cruise Itineraries

"Princess Charlotte"

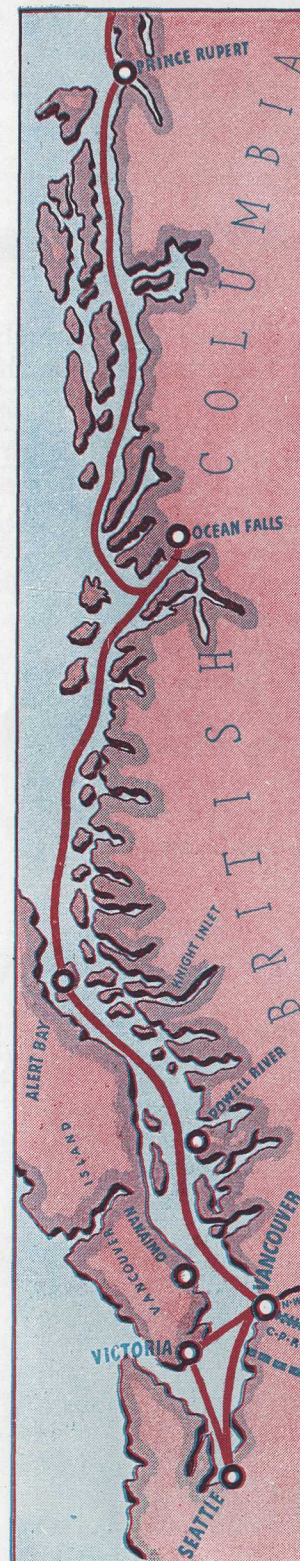
July 1, 22 and August 12, 1941

	Mileage	Time ^③	Day	Date	Date	Date
Lv. Vancouver ^①	11:00 a.m.	Tue.	July 1	July 22	Aug. 12	
Ar. Ocean Falls ..	311	10:00 a.m.	Wed.	July 2	July 23	Aug. 13
Lv. Ocean Falls ..	12:00 noon	Wed.	July 2	July 23	Aug. 13	
Ar. Ketchikan	290	9:00 a.m.	Thur.	July 3	July 24	Aug. 14
Lv. Ketchikan	11:00 a.m.	Thur.	July 3	July 24	Aug. 14	
Ar. Rudyerd Bay ..	2:45 p.m.	Thur.	July 3	July 24	Aug. 14	
Ar. Walker Cove ..	4:30 p.m.	Thur.	July 3	July 24	Aug. 14	
Ar. Behm Narrows ..	7:00 p.m.	Thur.	July 3	July 24	Aug. 14	
Ar. Wrangell Nar. 217	3:00 a.m.	Fri.	July 4	July 25	Aug. 15	
Ar. Taku Glacier 148	12:00 noon	Fri.	July 4	July 25	Aug. 15	
Ar. Juneau	29	2:30 p.m.	Fri.	July 4	July 25	Aug. 15
Lv. Juneau	10:00 p.m.	Fri.	July 4	July 25	Aug. 15	
Ar. Sitka ^②	165	11:00 a.m.	Sat.	July 5	July 26	Aug. 16
Lv. Sitka	5:00 p.m.	Sat.	July 5	July 26	Aug. 16	
Ar. Skagway	186	8:00 a.m.	Sun.	July 6	July 27	Aug. 17
White Pass & Yukon Route offer side trip to Lake Bennett or West Taku Arm. (See pages 17-18.)						
Lv. Skagway	(PST) 8:00 p.m.	Mon.	July 7	July 28	Aug. 18	
Ar. Wrangell	220	2:00 p.m.	Tue.	July 8	July 29	Aug. 19
Lv. Wrangell	3:30 p.m.	Tue.	July 8	July 29	Aug. 19	
Ar. Ketchikan	90	10:00 p.m.	Tue.	July 8	July 29	Aug. 19
Lv. Ketchikan	1:00 a.m.	Wed.	July 9	July 30	Aug. 20	
Ar. Prince Rupert 96	9:00 a.m.	Wed.	July 9	July 30	Aug. 20	
Lv. Prince Rupert ..	12:30 p.m.	Wed.	July 9	July 30	Aug. 20	
Ar. Alert Bay .. 294	8:00 a.m.	Thur.	July 10	July 31	Aug. 21	
Lv. Alert Bay	10:00 a.m.	Thur.	July 10	July 31	Aug. 21	
Ar. Comox	140	8:00 p.m.	Thur.	July 10	July 31	Aug. 21
Lv. Comox	10:30 a.m.	Fri.	July 11	Aug. 1	Aug. 22	
Ar. Vancouver	80	4:00 p.m.	Fri.	July 11	Aug. 1	Aug. 22

2266

- ① NOTE: 11:00 a.m. sailing hour.
② Sitka times subject to tidal conditions.
③ All times shown are Pacific Standard.

The times of arrival and departure from various ports will be followed as closely as possible, but are subject to weather and tidal conditions.



Cruise Information

1. CONNECTIONS FROM SEATTLE AND VICTORIA

Fares quoted for special cruise will apply from and to Seattle or Victoria, including passage, meals and berth by the Company's local service, connecting with Steamship "Princess Charlotte" at Vancouver. Cruise passengers may leave Seattle not later than 11:15 p.m. steamship June 30, July 21 or August 11 and board "Princess Charlotte" immediately on arrival at Vancouver. Passengers from Victoria may leave there not later than 12 midnight steamship June 30, July 21 or August 11 and make similar connection.

2. STOPOVERS NORTH OR SOUTHBOUND.

Cruise tickets from Seattle will permit stopover up to fifteen (15) days at Vancouver or Victoria, either north or southbound. Cruise tickets from Victoria will permit stopover up to fifteen (15) days at Vancouver.

3. CHILDREN'S FARES.

Children 5 years and under 12 years will be charged half the minimum fare, plus full premium (if any), except that no reduction will be made for children in de luxe rooms covered by paragraphs g. h. i, j, k, pages 13-14, when same are occupied by two passengers only. Children between 2 and 5 years will be charged \$22.50 round trip, including separate seat in dining saloon but no separate berth. If separate berth is required, charge will be half fare as above. Children under 2 years will be carried free when accompanied by parent or guardian.

4. EXCLUSIVE USE OF ROOMS.

Owing to the limited amount of space available, it is necessary to charge the two-in-room rate for exclusive use of two-berth rooms by one passenger.

5. DEPOSIT.

A deposit of 25 per cent. of cruise fare is required when reservation is made, balance to be paid not later than 45 days prior to sailing.

6. EXTRA CHARGE FOR BERTH AND MEALS AT SKAGWAY.

Cruise fares do not include berth and meals while steam-

ship is in port at Skagway. Breakfast will, however, be served on morning of arrival, and dinner on evening of departure without extra charge.

The charge for meals and berth for those desiring to remain on board steamship will be the same as on all regular sailings. See paragraph 2, page 3.

7. MUSIC.

The cruise orchestra will provide music during meal hours and for dancing.

8. BAGGAGE.

One hundred and fifty pounds of baggage will be carried free for each adult and 75 pounds for each child. Steamer trunks of not more than 14 inches in height may be placed in staterooms, or carried in ship's baggage room, and will be accessible when required.

9. SIDE TRIPS.

Side trips are not included in passage fare.

From Juneau—Motor cars will be available for fifteen-mile drive to Mendenhall Glacier and Auk Lake. Rate, \$2.50.

From Skagway—Connection will be made with White Pass & Yukon Route trains, and passengers will have the option of three different side trips:

(1) The Trail of '98 Tour—One-day trip to Bennett, which can be made either on day of arrival or following day. Return fare, \$7.50, including lunch at Bennett. (Parlor car fare extra \$1.00.)

(2) West Taku Arm—Two-day trip to West Taku Arm and return—68 miles by rail to Carcross, thence by lake steamship. Return fare, including all expenses, \$29.00.

(3) Whitehorse—Two-day trip by rail including automobile sightseeing trip to Whitehorse Rapids and Miles Canyon, with one night at Whitehorse. Return fare, \$22.00 (parlor car fare extra \$2.00 round trip), plus hotel accommodation. For further information, see page 18.

Information governing the Company's Regular Service to Alaska ports will apply to all matters not specified above.

White Pass and Yukon Route

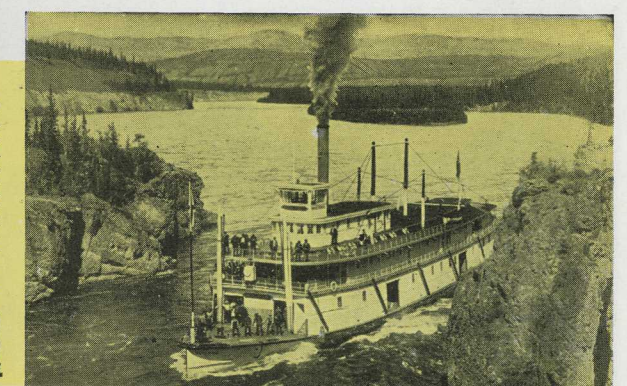
The White Pass and Yukon Route during the tourist season, operates train services between **SKAGWAY** and **WHITEHORSE**, and steamships on the Yukon River between Whitehorse, Dawson and Mayo. Service is also provided for an interesting side trip from **CARCROSS** to **WEST TAKU ARM** and return by steamship through Nares and Tagish Lakes.

For suggested itineraries beyond Skagway, see detailed schedule on Page 19.

Agents may secure **RESERVATIONS** and detailed information from White Pass & Yukon Route agents at the following addresses: Three-Ten South Michigan Bldg., Room 2026, Chicago, Ill.; 407 Douglas Bldg., Seattle, Wash.; and 640 West Hastings Street, Vancouver, B.C.



Another beautiful view of West Taku Arm



Steamer "Whitehorse" in Five Finger Rapids

White Pass and Yukon Route (Continued)

Special Summer Excursion Fares

The Trail of '98 Tour—Skagway to Bennett and return, including lunch at Bennett (parlor car fare extra \$1.00) either day while steamship is in port.....\$ 7.50

Skagway to Whitehorse and return, including automobile sightseeing trip to Whitehorse Rapids and Miles Canyon (parlor car fare extra \$2.00), round trip time required, two days, while steamship is in port 22.00*

Skagway to West Taku Arm-Whitehorse and return—(parlor car fare extra \$2.00 round trip), minimum time required 3½ days, southbound reservations should be made not earlier than next returning steamship 35.00*

Skagway to West Taku Arm and return, including all expenses, time required, two days, while steamship is in port. See description below..... 29.00

Skagway to Dawson and return (parlor car fare extra Skagway to Whitehorse and return \$2.00), minimum time required one week. Southbound reservations should be made for suitable connecting steamship from Skagway..... 110.00*

Skagway to Dawson-West Taku Arm and return (parlor car fare extra, Skagway to Whitehorse and return \$2.00), minimum time required one week. Southbound reservations should be made for suitable connecting steamship from Skagway..... 125.00*

* Estimate of hotel and incidental expenses will be furnished on request.

Rail Service

Between Skagway and Whitehorse

†Trains leave Skagway at (Alaska time):
10:00 a.m., Sunday and Wednesday.
8:45 a.m., Monday, Tuesday, Thursday, Friday and Saturday. †Trains arrive at Skagway at 3:15 p.m., 3:50 p.m. and 4:30 p.m.
‡ Alaska time—one hour slower than Pacific time.

The foregoing information covering the White Pass and Yukon Route is subject to change at any time. Due notice will be given when possible.



The Town of Whitehorse

River and Lake Steamship Service

TO DAWSON

Navigation on the Yukon River between Whitehorse and Dawson opens from May 20 to June 1 and closes, depending upon weather conditions, about the middle of October. At the opening of navigation the steamships do not operate on a definite schedule for the first week or so. The regular service commences with a sailing from Whitehorse, Wednesday, June 11, then every Tuesday and Thursday thereafter at 7:00 p.m. (see itineraries, page 19). This service continues until the middle of August, after which there will be irregular sailings about twice a week for the balance of the season.

The round trip, Whitehorse to Dawson and return, occupies 6½ days, bringing the passenger back to Whitehorse on a Tuesday or Thursday morning. (See itinerary No. 1 on Page 19).

TO WEST TAKU ARM

At Carcross connection is made for West Taku Arm on the steamship "Tutshi" in connection with Whitehorse Tour, Dawson Tour and Yukon River Circle Tour. Sailings from Carcross are at noon Sundays and Wednesdays. Returning from West Taku Arm the "Tutshi" arrives at Carcross, Mondays and Thursdays at 9:00 a.m., in time for train connection either for Skagway or Whitehorse.

SPECIAL WEST TAKU ARM EXCURSION

Leaving Skagway by special train Sunday and Wednesday mornings, returning to Skagway Monday and Thursday afternoons.

This is a special excursion of 68 miles by rail over the White Pass Summit, along the shores of Lake Bennett to Carcross, where connection is made with a comfortable stern-wheel steamship for a twenty-one hour trip on Lake Tagish to the south end of West Taku Arm—82—miles and return, a total distance of 300 miles through magnificent mountain and lake scenery.

Dawson - West Taku Arm Tour

LEAVE VANCOUVER		Skagway		West Taku Arm		Whitehorse		Dawson		Whitehorse		West Taku Arm		Skagway		ARRIVE VANCOUVER	
Steamship	Date 9:00① P.M.	Ar. 9:00① A.M.	Lv. 8:30 A.M.	Ar. 7:00 P.M.	Lv. 9:00 P.M.	Ar. 4:05 P.M.	Lv. 7:00 P.M.	Ar. 9:30 A.M.	Lv. 11:30 P.M.	Ar. 7:00 A.M.	Lv. 8:30 A.M.	Ar. 7:00 P.M.	Lv. 9:00 P.M.	Ar. 3:15 P.M.	Lv. 8:00① P.M.	Date 9:00① A.M.	Steamship
Princess Louise.....	June 4	8	8	8	8	9	11	13	13	18	18②	..	..	18④	19	June 23	Princess Louise
Princess Charlotte.....	June 7	11	11②	..	..	11	11	13	13	18	18	18	18	19	19	June 23	Princess Louise
Princess Louise.....	June 14	18	18	18	18	19	19	21	21	26	26	..	..	26	26	June 30	Princess Charlotte
Princess Charlotte.....	June 21	25	25	25	25	26	26	28	28	3	3	..	..	3	3	July 7	Princess Louise
Princess Louise.....	June 28	2	2	2	2	3	3	5	5	10	10	..	..	10	10	July 14	Princess Alice
Princess Alice.....	July 5	9	9	9	9	10	10	12	12	17	17	..	..	17	17	July 21	Princess Charlotte
Princess Louise.....	July 9	13	13	13	13	14	15	17	17	22	22	..	..	22	24	July 28	Princess Louise
Princess Charlotte.....	July 12	16	16	16	16	17	17	19	19	24	24	..	..	24	24	July 28	Princess Louise
Princess Alice.....	July 16	20	20	20	20	21	22	24	25⑤	29	29	..	..	29	31	Aug. 4	Princess Alice
Princess Louise.....	July 19	23	23	23	23	24	24	26	26	31	31	..	..	31	31	Aug. 4	Princess Alice
Princess Alice.....	July 26	30	30	30	30	31	31	2	2	7	7	..	..	7	7	Aug. 11	Princess Charlotte
Princess Louise.....	July 30	3	3	3	3	4	5	7	8③	12	12	..	..	12	14	Aug. 18	Princess Louise
Princess Charlotte.....	Aug. 2	6	6	6	6	7	7	9	9	14	14	..	..	14	14	Aug. 18	Princess Louise
Princess Alice.....	Aug. 6	10	10	10	10	11	12	14	14	19	19	..	..	19	25	Aug. 29	Princess Louise

①Pacific Time. All other times shown are Alaska Time, which is one hour slower than Pacific Time.
②10:00 A.M. ③9:30 A.M. ④4:30 P.M.

West Taku Arm - Whitehorse Tour

LEAVE VANCOUVER		Skagway		West Taku Arm		Whitehorse		Skagway		ARRIVE VANCOUVER	
Steamship	Date 9:00① P.M.	Ar. 9:00① A.M.	Lv. 8:30 A.M.	Ar. 7:00 P.M.	Lv. 9:00 P.M.	Ar. 4:05 P.M.	Lv. 8:30 A.M.	Ar. 3:15 P.M.	Lv. 8:00① P.M.	Date 9:00① A.M.	Steamship
Princess Louise.....	June 4	8	8	8	8	9	11②	11③	12	June 16	Princess Charlotte
Princess Charlotte.....	June 7	11	11	11	11	12	14	14	19	June 23	Princess Louise
Princess Louise.....	June 14	18	18	18	18	19	21	21	26	June 30	Princess Charlotte
Princess Charlotte.....	June 21	25	25	25	25	26	28	28	3	July 7	Princess Louise
Princess Louise.....	June 28	2	2	2	2	3	5	5	10	July 14	Princess Alice
Princess Alice.....	July 5	9	9	9	9	10	12	12	14	July 18	Princess Louise
Princess Louise.....	July 9	13	13	13	13	14	16②	16③	17	July 21	Princess Charlotte
Princess Charlotte.....	July 12	16	16	16	16	17	19	19	21	July 25	Princess Alice
Princess Alice.....	July 16	20	20	20	20	21	23②	23③	24	July 28	Princess Louise
Princess Louise.....	July 19	23	23	23	23	24	26	26	31	Aug. 4	Princess Alice
Princess Alice.....	July 26	30	30	30	30	31	2	2	4	Aug. 8	Princess Louise
Princess Louise.....	July 30	3	3	3	3	4	6②	6③	7	Aug. 11	Princess Charlotte
Princess Charlotte.....	Aug. 2	6	6	6	6	7	9	9	11	Aug. 15	Princess Alice
Princess Alice.....	Aug. 6	10	10	10	10	11	13②	13③	14	Aug. 18	Princess Louise
Princess Louise.....	Aug. 9	13	13	13	13	14	16	16	25	Aug. 29	Princess Louise
Princess Louise.....	Aug. 20	24	24	24	24	25	27②	27③	28	Sept. 1	Princess Charlotte
Princess Charlotte.....	Aug. 23	27	27	27	27	28	30	30	4	Sept. 8	Princess Louise

①Pacific Time. All other times shown are Alaska Time, which is one hour slower than Pacific Time.
②9:30 A.M. ③4:30 P.M.

West Taku Arm Tour

LEAVE VANCOUVER		Skagway		West Taku Arm		Skagway		ARRIVE VANCOUVER	
Steamship	Date 9:00① P.M.	Ar. 9:00① A.M.	Lv. 8:30 A.M.	Ar. 7:00 P.M.	Lv. 9:00 P.M.	Ar. 3:15 P.M.	Lv. 8:00① P.M.	Date 9:00① A.M.	Steamship
Princess Louise.....	June 4	8	8	8	8	9	9	June 13	Princess Louise
Princess Charlotte.....	June 7	11	11	11	11	12	12	June 16	Princess Charlotte
Princess Louise.....	June 14	18	18	18	18	19	19	June 23	Princess Louise
Princess Charlotte.....	June 21	25	25	25	25	26	26	June 30	Princess Charlotte
Princess Louise.....	June 28	2	2	2	2	3	3	July 7	Princess Louise
Princess Charlotte.....	July 1②	6	6	6	6	7	7	July 11③	Princess Charlotte
Princess Alice.....	July 5	9	9	9	9	10	10	July 14	Princess Alice
Princess Louise.....	July 9	13	13	13	13	14	14	July 18	Princess Louise
Princess Charlotte.....	July 12	16	16	16	16	17	17	July 21	Princess Charlotte
Princess Alice.....	July 16	20	20	20	20	21	21	July 25	Princess Alice
Princess Louise.....	July 19	23	23	23	23	24	24	July 28	Princess Louise
Princess Charlotte.....	July 22②	27	27	27	27	28	28	Aug. 1⑤	Princess Charlotte
Princess Alice.....	July 26	30	30	30	30	31	31	Aug. 4	Princess Alice
Princess Louise.....	July 30	3	3	3	3	4	4	Aug. 8	Princess Louise
Princess Charlotte.....	Aug. 2	6	6	6	6	7	7	Aug. 11	Princess Charlotte
Princess Alice.....	Aug. 6	10	10	10	10	11	11	Aug. 15	Princess Alice
Princess Louise.....	Aug. 9	13	13	13	13	14	14	Aug. 18	Princess Louise
Princess Charlotte.....	Aug. 12②	17	17	17	17	18	18	Aug. 22③	Princess Charlotte
Princess Louise.....	Aug. 20	24	24	24	24	25	25	Aug. 29	Princess Louise
Princess Charlotte.....	Aug. 23	27	27	27	27	28	28	Sept. 1	Princess Charlotte
Princess Louise.....	Aug. 30	3	3	3	3	4	4	Sept. 8	Princess Louise

①Pacific Time. All other times shown are Alaska Time, which is one hour slower than Pacific Time.
②Lv. Vancouver 11:00 A.M. ③Ar. Vancouver 5:00 P.M.

For Alaska Reservations . . . Apply to

Passenger Agents in the United States

ATLANTA, GA.
BOSTON, MASS.
BUFFALO, N.Y.
CHICAGO, ILL.
CINCINNATI, O.
CLEVELAND, O.
DALLAS, TEXAS
DETROIT, MICH..
HONOLULU, T.H.
INDIANAPOLIS, IND.
KANSAS CITY, MO.
LOS ANGELES, CAL.
MEMPHIS, TENN.
MILWAUKEE, WIS.
MINNEAPOLIS, MINN.
NEW YORK, N.Y.
OMAHA, NEB.
PHILADELPHIA, PA.
PITTSBURGH, PA.
PORTLAND, ORE.
ST. LOUIS, MO.
ST. PAUL, MINN.
SAN FRANCISCO, CAL.
SEATTLE, WASH.
SPOKANE, WASH.
WASHINGTON, D.C.

950 Citiz. & Southn. Nat. Bk. Bldg.
405 Boylston St.
22 Court St.
71 E. Jackson Blvd.
201 Dixie Terminal Bldg.
1010 Chester Ave.
1304 Kirby Bldg.
1231 Washington Blvd.
Travel Department
Merchants Bank Bldg.
201-2 Waldheim Bldg.
513 West 6th Street
925 Exchange Bldg.
1014 Warner Theatre Bldg.
611 2nd Ave. South
Can. Pac. Bldg., Madison Ave. at 44th
803 W. O. W. Bldg.
5th Floor 1500 Walnut St. Bldg.
Koppers Bldg., 444 7th Ave.
626 S. W. Broadway
418 Locust St.
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